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China Mail

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No. 25,757 HONG KONG, SATURDAY, DECEMBER 31, 1927.

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POSSIBLE BREACH?

KWANGSI FACTION AND CHIANG KAI-SHEK.

NO HITCH IN CANTON.

Twenty Thousand Troops In And Around City.

IRONSIDES' REPORTED MARCH FROM SHEKLUNG TO WAICHOW.

How the Kwangsi military faction, after just being restored to power in Canton, is coming to a breach with Generalissimo Chiang Kai-shek and other leaders of the Nanking Nationalist Government is related in a series of messages to hand.

No hitch has occurred so far in Canton city where Kwangsi officials are gradually resuming. Strange movements on the part of the Canton Navy are reported, but at least one detachment has reverted to loyalty to the Government.

Shekung, the town on that part of the East River crossed by the Kowloon-Canton Railway (Chinese section) 40 miles east of Canton, is stated to be clear of the Ironsides, who have marched to Waichow, 20 miles further east.

MORE QUARRELLING!

Developments not altogether unexpected but portending vexatious quarrels within the Chinese Nationalist Party are reported in a series of overnight cables from Nanking and Shanghai.

Simultaneous with the gradual return to influence—if not to power—of Generalissimo Chiang Kai-shek, the breach between his immediate supporters and the "Kwangsi" military faction just restored to control in Canton has rapidly widened.

The correspondent of the "Hong Kong Evening Post" goes so far as to suggest that war is possible between the Chiang Kai-shek party and the Kwangsi faction along the 600 miles of the lower half of the Yangtze River.

Consequences to Canton.

Such an eventuality will have far-reaching consequences on Canton and South China generally, although the two Kwangsi provinces may not be vitally involved.

To refresh the memory, it is necessary to mention briefly the names of the Kwangsi faction's big four and what they convey.

General Li Tsung-jen, commander of the 7th Nationalist Army—one of Chiang Kai-shek's best fighters; is believed to have taken a substantial part in causing Chiang Kai-shek's resignation in August.

General Pai Chung-hsi, hitherto chief-of-staff to Chiang Kai-shek; also thought to have brought about the Generalissimo's retirement, immediately after which he took over control of Shanghai and environs.

General Li Chai-sum, former "governor" of Canton.

General Wong Shiu-hung, "governor" of Kwangsi, who was in charge at Canton when their party was overthrown by the Ironsides and is expected back at Canton momentarily.

Opposed Chiang Kai-shek.

Li Tsung-jen led the Nanking expedition which crushed the Hankow Government.

Pai Chung-hsi left Shanghai quite recently to concentrate his army at Hankow for a march back to the Kwang provinces in the south.

It will thus be seen that the Kwangsi faction has now very few troops around Shanghai or Nanking.

The Kwangsi faction has steadily opposed proposals of Chiang Kai-shek because these did not suit their interests.

Bringing Pressure to Bear.

A good many of the Nationalist generals in the Yangtze valley took part in bringing about the withdrawal of Chiang Kai-shek because they were kept in the background. Division of power which they had hoped for did not come with his departure. The Kwangsi faction became more dominant. Now it is alleged that the "other generals" are ready to exert pressure on the Kwangsi faction.

Incidents are mentioned specifically in the cables from Chinese sources but it is not proposed to deal with them here as they can only be fully explained by going into complicated details which only confuse the non-Chinese reader.

That Chiang Kai-shek intends to proceed from Shanghai to Nanking to become head of the Nationalist Government again is

(Continued on Page 2)

RED TERROR.

Several Chinese Cities Uneasy.

MARINES LANDED AT FOOCHOW.

Over 50 Boys & Girls Caught At Hanyang.

The "Red" terror is still being felt in a good many cities in China, as witness the following reports to hand:

Foochow, Yesterday. Admiral Lin, who has been in charge here, has been ordered by the Commander-in-Chief of the Nationalist Fleet (Admiral Yang Shu-chuang) to land marines at Foochow and to take command of the garrison of Fukien province.

Among the seductive propaganda distributed by Communist agents here are pamphlets drawing attention to "the Red victory" in Canton. Rumours are current and people are uneasy.

SCHOOL MEETING.

Police Troops & Gendarmes in a Raid.

Shanghai, Yesterday. Over fifty boys and girls, students of Hanyang city, have been arrested by the Defence Commissioner, whose troops were acting in conjunction with the Police and the Gendarmerie.

It is reported that Communists were holding a meeting at the school—"King Sheung Yat Po." [Note: Hanyang is a city near Hankow.]

REDS AT SHASI.

Bandits Also Causing Trouble.

Shashi, Yesterday. Communists have shown activity in this area and bandits are also causing some trouble.—British Naval Wireless.

[Note: Shashi is 287 miles above Hankow. It is the most easterly part of General Yang Sen's domains.]

CANTON'S FEARS.

Rumour of Communists' Arrival Unfounded.

Rumours were spread in Canton on Thursday night that 400 Communists had stolen into the city during the interregnum between the Ironsides' evacuation and the Kwangsi faction's return.

As pointed out by the authorities, similar rumours have been current every time there is a change of Government, but the statement that Communists have actually arrived, prepared for another rising, is unfounded.

HEADMAN MURDERED.

No. 1 Investigator of Moderate Union.

Trouble having broken out between the two rival "general" Labour Unions in Shanghai, the head investigator of one was murdered yesterday morning, and his death is attributed to Communists.

Previously, the victim had received threatening letters on three occasions.

Earlier this week, the quarrel between these two Labour Federations had reached a high pitch, both sides trying to invoke political sympathy. The aggrieved Union is reputedly "moderate."

SHANGHAI OUTRAGE.

Another Police Officer Killed.

Shanghai, Yesterday. Detective-Sergeant F. G. Campbell of the Municipal Police was slain in the abdomen this morning when a squad of foreign detectives were arresting two armed kidnappers in a bedroom of a Chinese house.

The squad then fired killing one and seriously wounding the other kidnapper. Both were armed with automatic revolvers.

Campbell died while being taken to hospital.—Reuter.

CLASH AVOIDED.

Kwangsi Troops in Trouble Near Shanghai.

Shanghai, Yesterday. Fifteen hundred of General Pai Chung-hsi's 13th Corps (troops of the Kwangsi faction of the Nationalist Party), coming from Kashing, entrained for Shanghai yesterday and were surrounded west of Sungkhang by a regiment of General Ho Ying-ching's 1st Army who wanted to disarm them, but eventually allowed their train to proceed to Luhuwa after Headquarters had

(Continued on Page 2)

BRITAIN'S TRADE.

An Encouraging Official Note.

SIGNS OF IMPROVEMENT.

Coming Conference Between Masters And Men.

Rugby, Yesterday. A more encouraging note is struck in official quarters regarding the trade outlook for Great Britain than has been the case for some time past.

The reports available for guidance indicate that, following the disastrous period in 1926 when prolonged industrial trouble caused a serious set-back to the trade of the country and the few months of

OVERCAST.

N.E. winds, fresh, overcast, is the official weather forecast until noon to-morrow.

stagnation which were experienced this year after the accumulation of old orders had been worked off, signs of improvement became apparent about last August.

The volume of exports of British produce and manufactures in the year 1918 marked the culmination of one of the greatest periods of trade expansion in the economic history of the country. Yet the volume for the first nine months of 1927 was 77.4 per cent. of that period in 1918. The falling off in volume needs also to be qualified by the consideration that any given quantity of textile goods is now exchanged for more of other goods than before the war, cotton, wool, silk, and flax having all advanced notably in price as compared with raw materials in general.

Peace Dove.

Lord Londonderry, speaking at Seaman Harbour, referred to the impending joint conference between captains of industry and representatives of labour. He said that he was inclined to believe that it was better that the conference should have been called by a greater leader of industry than by the Government.

The fact remained that Sir Alfred Mond, with great courage, had issued invitations to the conference. He congratulated the leaders of the Trades Union Congress on the manner in which they had responded to Sir A. Mond's appeal. He felt that, with so hearty a response from all those who were closely connected with the industry, the labours of the conference must be crowned with success.—British Naval Wireless.

New Police Chief.

Hankow, Yesterday. The former Superintendent having resigned, an officer of the 7th Nationalist Army, named Wang Yil-an, has been appointed in his place.—British Naval Wireless.

[Note: The 7th Army consists principally of troops of the Kwangsi faction.]

WANHSIEN TROUBLE.

Yang Sen Returns With Troops From Ichang.

Wanhsien, Yesterday. Trouble having broken out in the neighbourhood of this port on the upper Yangtze River, General Yang Sen has left Ichang with his troops to come up here.—British Naval Wireless.

[Note: Ichang is 370 miles above Hankow and Wanhsien is further up. Yang Sen holds sway to Wanhsien but has opponents further up in Szechuan province.]

"NANKING BROKE."

Proposal to Raise Loan on Canton Salt.

Shanghai, Yesterday. The financial stringency in Nanking is likely considerably to affect the new (Nationalist) Government which is endeavouring to raise a loan of \$15,000,000 on the security of the Salt Tax of Canton, which has long ceased its monthly contribution of \$2,000,000 (to Nanking).

All That Is Left.

Chekiang province's \$500,000 is now being diverted to paying General Ho Ying-ching's troops, while General Chen Tiao-yuan is retaining all the revenues of Anhui.

As a result Nanking authorities are forced to rely solely on the revenues of Kiangsi province.

Chiang Kai-shek's Movements.

Chiang Kai-shek is expected to go to Nanking on January 3, but has postponed his resumption of the Generalissime till the conclusion of the session's fourth plenary meeting of the Central Executive Committee and the Central Special Committee of the Kuomintang when the new Cabinet will be announced.—Reuter.

FLOWING GOLD.

SHIPMENTS FROM CANADA TO AMERICA.

DISCOUNT ON DOLLAR.

New York, Yesterday. Stimulated by the discount on the Canadian dollar more gold is returning to America from Canada. The Bank of Montreal in New York is receiving another shipment of two million dollars, making four millions consigned to it, and a total of five millions and a half since the recent movement from Canada to New York began.—Reuter's American Service.

DEPARTURE FROM EDGWARE POSTPONED.

SNOWBOUND AERODROME.

London, Yesterday. Two half-way Air Force pilots, Newall and Vincent, were obliged to postpone their Far East flying venture owing to the risk of taking off from the snow-bound Edgware Aerodrome.

They intend to fly as soon as possible across Europe to India and Singapore, returning if practicable through China and Russia.—Reuter.

FLIGHT TO CHINA.

Another Police Officer Killed.

Shanghai, Yesterday.

Detective-Sergeant F. G. Campbell of the Municipal Police was slain in the abdomen this morning when a squad of foreign detectives were arresting two armed kidnappers in a bedroom of a Chinese house.

The squad then fired killing one and seriously wounding the other kidnapper. Both were armed with automatic revolvers.

Campbell died while being taken to hospital.—Reuter.

GUARDSMAN INJURED.

ARRIVAL IN BRITISH HONDURAS.

Belize (British Honduras), Yesterday.

Captain Lindbergh has arrived here by air from Guatemala.

He was removed to the Kowloon Hospital.

Reuter.

LINDBERGH AGAIN.

INSTALMENT FOR BRITAIN ON MONDAY.

Rugby, Yesterday.

It is learned that on Monday next the Polish Government will pay to the British Treasury £175,156 representing half a year's payment on the Polish debt in an area populated by a wild Arab tribe.

Reuter.

FALL OF TSILING.

Reported Capture by Feng.

POSITION IN HANKOW.

Fresh Trouble Breaks Out Near Wanhsien.

Hankow, Yesterday. News has been received here that Marshal Feng Yu-hsiang (the "Christian General") has captured Tsiling from the Fengtien armies (of the Peking or Northern Government)—British Naval Wireless.

[Note: The "Christian General" is an ally of the Nationalists both at Hankow and at Nanjing.]

OLD CONCESSION.

Satisfaction Over Council's Meeting.

Hankow, Yesterday.

Satisfaction has been expressed over the meeting on December 28 of the Municipal Council which administers the former British Concession now known as a Special District.—British Naval Wireless.

[Note: Trouble between the Chinese authorities and the representatives of the British residents has been for some months.]

New Police Chief.

Hankow, Yesterday. The former Superintendent having resigned, an officer of the 7th Nationalist Army, named Wang Yil-an, has been appointed in his place.—British Naval Wireless.

[Note: The 7th Army consists principally of troops of the Kwangsi faction.]

WANHSIEN TROUBLE.

Yang Sen Returns With Troops From Ichang.

Wanhsien, Yesterday. Trouble having broken out in the neighbourhood of this port on the upper Yangtze River, General Yang Sen has left Ichang with his troops

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Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor.

Terms moderate.

UNCLAIMED TELEGRAMS.

The following Unclaimed Telegrams are lying in the E. E. Telegraph Co. office, Hong Kong:

Bromow, from Kuala Lumpur.
Hill, from Frankston, Vic.
Lieut. Lee Healey, U.S.S. Asheville, from Seattle.

Hobson, Military Hospital (2), from South Farnborough.

Helen and Russell Thrig, Repulse Bay Hotel, from Salt Lake City, Utah.

Stanley Johnston, Chez Naval Dockyard, from Benenden.

Lupar, from Kuching.

Marian, from Seattle.

Friestley, Saseons, from Shanghai.

Saple, from Boulogne-Sur-Mer.

Harold Sutherland, Hong Kong Hotel, from San Francisco.

Williams, 3 Queen's Street Building, from London.

E. A. LEGGATT,
Superintendent.

Hong Kong, December 30, 1927.

THE GREAT NORTHERN
TELEGRAPH CO., LTD.
OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:

Dapnos, from Tientain.

Nagakie, from Nagasaki.

Sofgaard, from Shanghai.

Durlacher Shie, from Shanghai.

E. V. JESSEN,
Superintendent.

Hong Kong, December 22, 1927.

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Teak Dining Table and Chairs, Sideboards, Dinner Waggon, Ice Chest, Crockery, Glass Ware, Kitchen Utensils, etc., etc.

Teak and Iron Bedsteads with Mattresses, Single and Double Wardrobes, Dressing Tables, Chests of Drawers, Hardwood Couch, Mosquito Nets, etc., etc.

ALSO

A Few Pieces of Blackwood Furniture and Tibetan Carpets and Rugs.

AND

One Astronomical and Terrestrial Telescope by Aitchison & Co., Ltd., London (including Accessories).

One Pathé Baby Projector with 1 Screen, 1 Transformer, 1 Cleaning Outfit and 43 Films.

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Four Gramophones.

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Hong Kong, 29th December, 1928.

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Asiatics only are allowed to travel 3rd Class	4 copper cents	
Book of 100 tickets—Asiatics only	\$ 4.00	
Monthly Tickets—Single	6.00	
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By Order of the Board of Directors,
F. H. CRAPNELL,
Secretary.

Hong Kong, 14th December, 1927.

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NOTICE.

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IT IS HEREBY NOTIFIED that on and after TUESDAY, the 3rd January, 1928, THE SUPPLY OF WATER TO ALL THE RIDER-MAIN DISTRICTS will be controlled by bringing the RIDER-MAIN daily for Two Consecutive Hours. Information as to the Hours of Supply to any Particular Property may be obtained on application at the Office of the Water Authority, the Secretariat for Chinese Affairs, or at the Tung Wah Hospital.

H. T. JACKMAN,
Water Authority.
Public Works Department,
Hong Kong, 30th December, 1927.

HONG KONG FOOTBALL ASSOCIATION.

SHIELD COMPETITIONS.

CLUBS in Membership are reminded that Entries for the Shield Competitions CLOSE on January 1st, 1928.

W. E. HOLLANDS,
Hon. Secretary.
Hong Kong, 30th December, 1927.

HONG KONG JOCKEY CLUB.

ANNUAL RACE MEETING.

13th, 14th, 15th & 18th February, 1928.

DRAFT PROGRAMMES and ENTRY FORMS are now ready and may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables.

Hong Kong, 15th December, 1927.

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TENYO MARU Sunday, 20th January.

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HAKUSAN MARU Saturday, 31st December.

KITANO MARU Saturday, 14th January.

HARUNA MARU Saturday, 28th January.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU Wednesday, 18th January, 1928.

BOMBAY via Singapore, Penang, & Colombo.

AWA MARU Wednesday, 11th January.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico & Panama.

GINYO MARU Monday, 6th February, 1928.

SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Friday, 20th January.

NEW YORK and/or BOSTON via PANAMA.

† TATSUNO MARU Tuesday, 7th February, 1928.

LIVERPOOL via Singapore, Colombo, Port Said & Porta.

† DURBAN MARU Tuesday, 10th January.

CALCUTTA via SINGAPORE, PENANG & RANGOON.

† NAGANO MARU Saturday, 31st December.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU Friday, 20th January.

SHANGHAI, KOBE & YOKOHAMA.

† SEIYO MARU (Kobe direct) Saturday, 31st December.

† TOTTORI MARU (Moto direct) Tuesday, 3rd January, 1928.

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D'AFRAG-VAN A	10th December	13th Jan.	31st Jan.
G. METZINGER A	20th December	1st Feb.	14th Feb.
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CONSIGNATION TRANSIT REPRESENTATION

SHIPPING SECTION.



DAMAGE TO DOCK.

SHIP OWNERS' LIABILITY TESTED IN COURT.

In the House of Lords on Nov. 18, the hearing concluded of the appeal of the Great Western Railway Co., which arose out of their action against the owners of the steamship "Mostyn," of Newport, Mon., to recover £226 4s. 6d. In respect of damage done to works connected with the Swansea Harbour Dock of which the appellants are the undertakers. The President of the Admiralty Division, whose judgment was affirmed by the Court of Appeal, held that there was no negligence on board the "Mostyn," and that where negligence was disapproved Section 74 of the Harbours, Docks, and Piers Clauses Act, 1847, did not confer any new right of action.

Mr. Raeburn, K.C., concluding his case for the appellants, submitted the following authorities: The Postmaster General v. Beck (1924, 2 K.B. p. 312); the British American Tobacco Co. v. Jones (1924, T.L.K. p. 236); also the case of Det. Forende v. Barry Railway Co., which counsel said was only reported in Lloyd's List law reports (Vol. I, p. 658); counsel contended that assuming that no negligence was proved their Lordships were not bound by the decision of the River Wear Commissioners' case. The balance of opinion as expressed in that case was in favour of the proposition that where a ship was still under control, or should be still under control, no proof of negligence was necessary. Their Lordships were free to consider the true construction of Section 74 of the Act, aided by Sections 75 and 76, apart altogether from what was decided in the River Wear Commissioners' case; and upon the true construction the words of the section were plain. He asked their Lordships to interpret the words as they stood.

Mr. Langton, K.C., replying for the respondents, submitted that Section 74 of the Act of 1847 must be read as applying only to cases where damage was done by negligence, or wrongful act on the part of those navigating the ship. He said that all the pieces in this puzzle were now on the board. Mr. Raeburn for the appellants had set the pieces in his own way, and it only remained for him (Mr. Langton) to assemble the pieces to suit his own argument. They came back to the fact that the Act was not clear. It might be necessary for their Lordships to consider exactly what was meant by "Act of God."

Judgment was reserved.

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CANADA'S SHIPPING.

Mr. Guy Tombs (Guy Tombs Ltd., Montreal, the largest foreign forwarding house in Canada) contributes an article on the shipping services of the Dominion to a 40-page Canadian Supplement of "The Financial Times."

The shipping services of Canada, he says, are of the first importance to the Empire, the majority of the vessels are built in the United Kingdom, and the principal trade is with the British Isles and the overseas Dominions. Montreal, though open to navigation for only seven months in the year, is the greatest grain port in the world and the second most important harbour in North America. The winter trade of Montreal, Quebec, and other St. Lawrence ports goes to Halifax and St. John—the former one of the largest, and best harbours of North America. On the Pacific coast the rise and progress at Vancouver has been phenomenal. Prince Rupert (British Columbia) is one or two days' steaming nearer Japan than any other American port. The traffic on the Great Lakes exceeds that of any other area of the globe.

THE CHINA MAIL.

PILOT WITNESSES.

FEES FOR ATTENDANCE AT COURT.

The amount of allowance payable to pilots in respect of their attendance at court as witnesses has been the subject of argument before Lord Murray in the Court of Session at Edinburgh.

On February 24 last Lord Murray pronounced judgment in cross actions between Chas Selvans and Company, 29, Bernard Street, Leith, owners of the steamship "Aintree," of Liverpool, and the General Steam Navigation Company, Ltd., 15, Trinity Square, London owners of the steamship "Stork," of London. The actions arose out of a collision in the Thames. The "Aintree" claimed £500 as damages, and the "Stork" for payment of £455.

Lord Murray found the steamers equally to blame.

A question has now arisen on an interim report from the Auditor of Court relating to the allowances properly chargeable in respect of the attendance of three river pilots, witnesses for the "Aintree." The witnesses in question were the pilot in charge of the steamer, and two other pilots who were respectively in charge of and a chance passenger on the bridge of a steamer which happened to be passing up the river at or about the time of the collision. They were all, especially the first-named, important witnesses.

Allowance to witnesses, Lord Murray said in dealing with the question, were now regulated by the Codifying Act of Sederunt (K. IV.—Ch. 5, Secs. 3 (1) and 3 (2)). Under the Act of Sederunt the fees and allowances in respect of various classes of witnesses were now graded in a more or less general way, and witnesses other than home witnesses received travelling charges. The terms of the Act of Sederunt had been construed by the court not as laying down rigid and peremptory directions, but as affording general guidance. The cases of witnesses in maritime cases, especially those known as seafaring witnesses, was a familiar illustration of exceptional cases. But seafaring witnesses did not, in his Lordship's opinion, constitute the only exception.

The pilots in question by the normal course of their employment might be at sea for some days at a time. They might perhaps be fairly enough regarded as seafaring witnesses, but were plainly in a somewhat different position from the master of, say, an Eastern or Australian liner. In the argument before his Lordship the test proposed was whether these witnesses were or were not to be regarded as seafaring witnesses. If so, the "Aintree" maintained the allowance sanctioned in certain previous cases should be treated as standards and applied more or less automatically; if not, the "Stork" argued, no allowance at all should be sanctioned. In his Lordship's opinion, neither of these extreme views afforded the true test. The true test in any given case was to be found in the answer to these questions—(1) was the case in hand exceptional in the sense referred to? and, if so, what was the amount of the allowances reasonably chargeable as against an opponent? He thought both of these questions fell to be referred, primarily at least, to the discretion of the auditor, who had the means of informing and satisfying himself as to the facts. With this direction his Lordship would accordingly permit the accounts back to the auditor.

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MALWA	10,086	4th Feb.	Marseilles & London
KHYBER	9,114	18th Feb.	Marseilles, London, Antwerp & Hull
NELLOR	6,853	25th Feb.	Marseilles & London
Macedonia	11,120	8th Mar.	Marseilles & London
KHIVA	9,135	10th Mar.	Marseilles, London & Antwerp
KASHMIR	8,988	17th Mar.	Marseilles, London, Antwerp & Hull
KARMA	9,128	24th Mar.	Marseilles & London
HANTUA	10,046	81st Mar.	Marseilles & London
KALYAN	9,144	7th Apr.	Marseilles, London & Antwerp
MONGOLIA	15,564	14th April	Marseilles & London
MOREA	10,953	28th April	Marseilles & London
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MALWA	10,086	28th May	Marseilles & London

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MALWA	10,086	7th Jan.	Shanghai, Moli, Kobe & Yokohama
NELLOR	6,853	13th Jan.	Shanghai, Moli, Kobe & Yokohama
KHYBER	9,114	21st Jan.	Shanghai, Moli, Kobe & Yokohama
KHIVA	9,135	2nd Feb.	Shanghai, Moli & Kobe
Macedonia	11,120	4th Feb.	Shanghai, Moli, Kobe & Yokohama
TANDA	6,956	12th Feb.	Shanghai, Moli, Kobe & Yokohama
*NAGORE	5,283	17th Feb.	Shanghai, Moli, Kobe & Yokohama
KASHMIR	9,985	18th Feb.	Shanghai, Moli, Kobe & Yokohama
KALYAN	9,144	18th Feb.	Shanghai, Moli, Kobe & Yokohama
MANTUA	10,946	2nd Mar.	Shanghai, Moli, Kobe & Yokohama
ST. ALBANS	4,500	6th Mar.	Moli, Kobe, Osaka & Yokohama
LAHORE	5,282	12th Mar.	Shanghai, Moli, Kobe & Yokohama
MONGOLIA	16,504	17th Mar.	Shanghai, Moli, Kobe & Yokohama
MOREA	10,988	30th Mar.	Shanghai, Moli, Kobe & Yokohama
EASHGAR	9,005	13th April	Shanghai, Moli, Kobe & Yokohama
MALWA	10,986	27th April	Shanghai, Moli, Kobe & Yokohama
DEVANHA	8,155	11th May	Shanghai, Moli, Kobe & Yokohama
Macedonia	11,120	25th May	Shanghai, Moli, Kobe & Yokohama

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S.S. “CITY OF DURHAM” — Via Suez Canal 23rd Mar.

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RESCUES AT SEA.

FILIPINO FISHERMEN PICKED UP BY “MACHAON.”

BOAT WATERLOGGED.

Seven Filipino seamen were landed in Manila on December 21 as survivors of a derelict fishing boat. They escaped from possible death through rescue by the Blue Funnel freighter "Machaon," while that vessel was en route from Hong Kong to Manila.

The men were rescued from their helpless, water-logged vessel in the China sea, about 100 miles from the province of Zamboanga, and brought to port by the freighter.

It is believed the rescued men had gone out to the China Sea on a fishing trip, and that their vessel was rendered a derelict by unfavourable weather. The men are natives of Zamboanga, it is believed.

The men will probably be turned over to the care of the bureau of customs, which will make arrangements for the return of the survivors to their homes.

The report that strong winds in the China Sea had nearly caused the seven rescued men to perish, was verified by a telegram from the customs coastguard cutter "Mindoro" received by the insular customs collector, to the effect that the vessel had been forced to take refuge in Bantugan Bay, island of Balawan, due to stormy weather. The captain of the "Mindoro" informed the collector that the vessel was making its return trip to Manila when strong winds and heavy seas compelled it to seek shelter in Palawan. The vessel, according to the telegram, is not in danger. The "Mindoro" had been cruising around the western islands of Mindoro, Cuyo, Palawan, and other western Visayan Islands on its regular customs inspection trips.

Another telegram received on December 20 in the bureau of customs was from the provincial authorities of Sorogon, to the effect that the "Isawie Maru," a Formosan fishing schooner, had taken refuge in the town of Pilas, Sorogon. The engine of the boat was out of commission. The vessel had just left the port of San Jose, Mindoro, for Hong Kong, when the accident to the engine happened, causing it to drift to Sorogon. The boat, according to the telegram, contains the information was dispatched to the bureau of customs by the constabulary provincial commander at Illocos Norte.

A Norwegian steamship, named the "Skule," took refuge in the port of Diriki, New Burgos, Illocos Norte, last Thursday in order to avoid possible disaster, when it encountered bad weather while out in the China Sea. A telegram containing this information was dispatched to the bureau of customs by the constabulary provincial commander at Illocos Norte.

According to the message, the vessel was bound for Tsingtao when it ran into violent winds and heavy seas. The vessel is proceeding to its original destination, the telegram stated.

The "Skule," which is a 600-ton vessel and manned by a crew of 18 officers and men, carried approximately 100 tons of coal for Tsingtao.

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No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 2nd January, 1928, will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before 9th January, 1928, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10:45 a.m. and Noon, within the Free Storage period of One Week.

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Hong Kong, 27th December, 1928.

APARRI JETTY.

PROPOSED SITE INSPECTED BY OFFICIALS.

FUNDS AVAILABLE.

APARRI, Dec. 17.

A. D. Williams, director of public works, is here this week inspecting the proposed site for the jetty which has been under consideration for the last few years. Charles Nelson of the Atlantic Gulf & Pacific Company accompanied Mr. Williams on his trip. While here both took a trip to the vicinity of San Vicente looking for the proper rock for the work.

Manuel Diaz, engineer for Cagayan Province states that P30,000 is now available for the project and that bids are open.

The Atlantic Gulf & Pacific Company, the only company owing the proper equipment, will probably be in charge of the work, which will begin in March.

The jetty will be 1715 meters long. The present seawall will be connected to it. It is thought that the old canal now clogged with mud deposits will be permanently closed.

The town is proposing building a boulevard along the present seawall and out on the jetty.

When the jetty is completed it is believed that Aparri will be in a position to give port facilities to large ocean going vessels. At the present time a large sandbar in the mouth of the Cagayan River prevents anything other than small inter-island vessels to enter. At times even that is difficult, especially when the north winds are blowing.

The jetty also will enable all vessels calling here to anchor with safety in any kind of weather. At present it is necessary for all boats to seek refuge in San Vicente when the weather is threatening. Boats caught in the river during a typhoon have a hard time of it owing to the swiftness of the current and large waves. The present main channel is very narrow.

"Manila Bulletin."

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Hong Kong, Saturday, Dec. 31, 1927.

SATURDAY CAUSERIE.

The "China Mail" will next appear on Tuesday, and we take this opportunity of tendering to our readers hearty wishes for a prosperous New Year.

The Rev. H. Copley Moyle, after fifteen years' loyal and distinguished service in the interests of Hong Kong, leaves for home by to-day's mail boat, and takes with him, we are sure, the best wishes of all here for a long and happy period of rest. Fifteen years is a lengthy spell to give to one job, and there is no gainsaying the fact that Mr. Moyle has done his work well and to the entire satisfaction of the community (which should come first) and the clerical powers that be. He is leaving us without receiving any specific advancement in the calling we all know he has graciously and usefully adorned and, wherever his reward may lie, we emphasise, in saying "Bon Voyage," that he carries from the Colony our hearty wishes for his continued prosperity and good health.

With the return of the Kwangsi forces to Canton the Southern capital is again likely to become the headquarters of General Li Chai-sum, who since his ill-advised trip to Shanghai has been rusticiating somewhere in the North. Whether his resumption of control will result in a period of peace in the South remains to be seen. Optimists and those who have grown to the way of thinking that any change in Chinese politics or military command is for the better (for which but look there is something to be said) may be justified in

their view that Canton will now settle down to the reasonable conduct of affairs.

After all Li Chai-sum, though by no means a strong man, held peaceful sway in the Kwang provinces for roundabout a year, and during that time there undoubtedly existed among the commercial community both of Canton and Hong Kong a feeling of security and confidence previously unfelt over a comparatively long period.

There is, however, the other side of the picture. Nobody can say how long Li Chai-sum or any of the other Southerners will be allowed to retain control in the South. In Shanghai, Nanking—and Hankow—there are many military and political "leaders" in a position of stalemate. Many possess very definite personal ambitions but none seem to know exactly which way to turn or what the other fellow is going to do.

Calling themselves "Nationalists" they are haggling away in Shanghai and Nanking over what their term political aim but what are merely individual aspirations, suitably cloaked, of course. At the moment any diversion would be welcome, even by Chiang Kai-shek. The campaign against the North, so far as the "Nationalists" are concerned, is doomed to failure. A drive against Canton, therefore, might reasonably prove popular as well as profitable. After all Chiang or any of the lesser-known "Nationalists" leaders could easily invent some high-sounding excuse for desiring to return to the city from which the futile campaign for the conquering of China commenced nearly two years ago.

COOLIE CHARGED.

MAGISTRATE BELIEVES HIS STORY.

A coolie employed in the Hong Kong Hotel was charged before Major Wilson this morning with attempting to steal money from a telephone call box.

The box, it appears, was out of order and defendant was discovered near it.

Defendant denied the charge.

The No. 1 Boy of the Hotel said the coolie had been employed there for eight or nine months and had given satisfaction. He had access to all the floors, lobbies, etc.

Major Wilson said he did not believe that the defendant would deliberately go into the box in broad daylight at around four o'clock in the afternoon, for the purpose of extracting money from it. Defendant was discharged.

POLICE INFORMER.

Haynes Again Severely Cross-Examined.

"THE RIGHT THING."

Why He Told Police About Christie And Bluhm.

When Major C. Wilson resumed the hearing yesterday afternoon of the case in which James Christie and Christopher Bluhm are charged with conspiracy to defraud a Chinese Police Reservist named Au Yeung, who acting on the instruction of the police, acted as a prospective buyer in an alleged morphine deal with the accused, Mr. J. A. Gordon Leask cross-examined Haynes on the same lines as before Mr. R. E. Lindsell who discharged the accused on a count of undertaking to procure and supply morphine.

Questioned by Mr. Leask, Haynes stated that he was now a private tutor and "freelance journalist," but no longer a schoolmaster. He received notice from St. Joseph's College on November 29.

Mr. Leask: You are staying at the King Edward Hotel?—I left yesterday. I am staying at the Carlton Hotel.

Why did you leave the St. George's Hotel, where you were staying?—Because your circus performance in the other court seriously embarrassed me.

I suggest that you were allowed to leave without paying your bill, because you said you would pay with the prize money after the case?—I emphatically deny it.

"A Likely Person."

Dealing with Haynes' statement that when Christie mentioned the makes of arms, he made an excuse to go to the lavatory and there made a note of them in order to report to Mr. King, Mr. Leask suggested that Haynes made the note because he wanted to be in the deal and get \$1,000 out of it. This Haynes denied.

Mr. Leask: Were you in need of money at the time?—Definitely, no. I was somewhat embarrassed in March but got over it long before this interview.

Asked if he thought it likely that a man like Christie with 28 years' experience on the China Coast should find it necessary to ask him to introduce to a buyer, Haynes replied that possibly Christie thought he was a likely person because he knew many Chinese.

"The Right Thing."

Answering another question Haynes said that it was also possible that Christie knowing that his friends had roped him (Haynes) in a swindle in England, Christie thought he could do so again.

Asked why he took the matter to the notice of Mr. King, Haynes said that he did so after careful consideration, and he thought that was the right thing to do.

Mr. Leask: Was it not because you had a past?—Certainly not.

Did Mr. King know you before this case?—Yes.

Under what circumstances?

Mr. King interposed to say that he was not trying to hide anything, but he would like to point out that that was a confidential matter which should not be brought out in open Court.

Mr. Leask did not press the point.

A "Reason Why."

Replying to further questions, Haynes said that the big arms deal was brought up by Christie by informing him that "so-and-so" was expected down from Canton, and he (Haynes) would get \$1,000 if he would pose as a man from Siam in connection with the arms.

Mr. Leask suggested that the reason why Haynes reported to Mr. King was because eventually he was not allowed to take that part in the deal.

Haynes: Certainly not.

Led up to the telegram in Bentley's code the translation of which, according to Haynes was contained on a piece of paper which Christie handed to him with the telegram, and which read: "Overstocked M540 Hong Kong," Haynes denied that that was fiction on his part, in spite of the fact that the decoding of the telegram by the police put a different construction on it. He maintained that his version was contained on the paper Christie handed to him together with the telegram.

No Oil Mentioned.

Haynes said that he was unable to identify the telegram produced by Christie, but he took particular notice of the name of the addressee which was "Khan Sahib." That did not strike him as an unusual telegraphic address, and remarked that his own telegraphic address was "Senyah" which sounded Chinese, but was in fact the name of a port, probably.

Questioned further, Haynes said that no oil was mentioned in any of the interviews with the accused.

Major Wilson said he did not believe that the defendant would deliberately go into the box in broad daylight at around four o'clock in the afternoon, for the purpose of extracting money from it. Defendant was discharged.

Referring to the deposit receipt for \$100,000 which Haynes said Christie produced, Mr. Leask asked if he seriously asked him to believe that a man with the prospect of laying his hand on such a lot of money in a few days' time would go after such a small sum as \$200, which was all the prospect placed in front of him by Haynes and Au Yeung.

Haynes replied that Christie was desperately in need of money to help make the \$200,000 materialise. He thought that Christie produced the receipt and brought up the \$400,000 deal talk to emphasise his bona fides to Au Yeung. Haynes also said that to a certain point he believed that Christie could deliver the goods.

Haynes As Author.

Mr. Leask's next question was to ask Haynes if he had ever had the author of books, and Haynes replied that he had only written some pamphlets.

Handing up a copy of a leaflet announcing the publication of a book called the "Scamp," Mr. Leask asked "Did you propose to publish that book in Shanghai a short time ago?"

Haynes: Yes.

Was it published?—No, the whole thing was a joke.

Mr. Leask: It is not a joke when the British Consul had to take it up.

Haynes: The British Consul took it up? This is the first I heard of it.

Mixed Up.

Asked what were the Enever's enterprises referred to in the list of contents of the book, Haynes said that it referred to a case in which he was unfortunately mixed up.

Mr. Leask asked who Enever was, and received the reply that he was the man who got Haynes in trouble in England.

Haynes admitted in the course of further questioning that he was secretary of Enever's bogus company and got into trouble with him.

A Similar Charge.

Mr. Leask: Strangely enough the charge was the same as in this case—criminal conspiracy to defraud?—Yes.

What was the conspiracy?—An alleged concession was bought in China and Enever floated a Company in which people put money and got jobs. My father put in some money and I was appointed secretary in England. Other people were promised jobs in China.

Mr. Leask: It was a conspiracy to defraud ex-officers, and you admit you got into trouble over it?—Yes.

Haynes also said in the course of further examination that he was at one time Editor of the "Shanghai Mercury."

Asked why he left he said that he had a quarrel with the proprietors, and subsequently sued the "Mercury."

Mr. Leask: And you lost?—Yes, because I had a better job within 24 hours and so could not go through with the claim.

Asked for what reason the P. & O. Bank asked him to close his account with them, Haynes said that no reason was given.

Mr. Leask: I put it to you that it was a question of post dated cheques?—Certainly not.

Post Dated Cheques.

You admitted in the other Court that there was one post dated cheque.

Haynes admitted in reply to another question that he asked Christie for a loan of \$450 to open an account with the American Oriental Bank, but Christie said: "I would if I could, but I can't."

A suggestion by Mr. Leask that when Christie refused the loan he said "All right Jim, I won't forget this. I thought we were friends."

Haynes characterised as fiction. Mr. Leask next asked Haynes if he had tried to raise loans in Hong Kong since the beginning of the case against the accused, and Haynes hesitated.

Starting a Newspaper.

Mr. Leask: For example, did you apply to the interpreter in this case for a loan?—Yes. One day I was in need of \$4.

Mr. Leask: No, more than that. Did you apply to him for a loan of \$600 to start a newspaper?—Yes.

Why not say so right away?—I do not consider that a loan. It was a feeble to a possible interest party.

One of Three Reasons.

Mr. Leask suggested that there could be only one of three reasons for Haynes giving information against Christie, and he named them as follows:

1.—That they had had trouble in Shanghai, and Haynes gave the information out of grudge. Haynes replied "No."

2.—That Haynes saw a chance to get rich quick and tried to push himself into the big arms deal, but was not allowed to take part in it.

Haynes: Certainly not.

3.—That Haynes wished to make himself safe in the eyes of the law after having scribbled details of the deal and had them in his possession. Haynes also denied this.

He said that he gave the information after careful consideration.

How Much?

Mr. King interrupted and said that Haynes' attendance at Court several days per week for the best part of two months entitled him to some reimbursement, but there was no question of how much he would be made to him, it was to be paid out of the case. "No amount was fixed."

Mr. Leask asked Mr. King's statement and did not press the question.

The case was adjourned until 11.30 this morning.

ANOTHER BLAZE.

CLYDE LINER BURNED ON HUDSON.

Piers Destroyed.

Hoboken (New Jersey).

Yesterday.

A fire swept two blocks of buildings on the Hudson water front and burned the Clyde liner "Seneca" to the water's edge, also two piers and several barges.

The damage is estimated at \$300,000.—Reuter's American Service.

Captain's Escape.

POSSIBLE BREACH?

(Continued from Page 1.)

explained that the 13th Corps was en route to Hankow.—Reuter.
[Note: General Ho Ying-ching is a supporter of Chiang Kai-shek.]

SHIPS RETURN.

"Mystery Fleet" Robs Up in Front Reach.

West River, Yesterday. About nine ships in the Canton Navy returned to Canton harbour late this afternoon, going up the Front Reach.

This included the old Russian warship which was taken over some years ago, a two-masted gunboat, two torpedo-boats of the type with funnels at the side, built in Hong Kong years ago, and several smaller craft.

Not to be Confused.

If memory is correct, these ships left Canton when the Ironsides overthrew the Kwangsi faction which has now returned. Presumably, the units are rejoining their old friends in Canton.—Our own correspondent.

[Note: The ships referred to above should not be confused with the torpedo-gunboat "Fei Ying" and one or two comparatively large ships which went to Swatow. These are reported by the "Kung Sheung Yat Po" to be on their way back to Canton, having reached Bocca Tigris yesterday.]

LEFT CANTON.

Attitude of Smaller Ships of Navy.

A sum of \$400,000 is alleged to have been drawn by a Cantonese Naval officer from the Central Bank of Canton this week, leading to a dramatic turn in events.

Most of the ships of the Canton Navy which turned over to the Ironsides in the last coup, have gone away from anchorage in Canton to "Yellow Reach," a channel in the delta south of Canton.

The only construction that can be placed on this move is that the warships—having obtained some money from the Ironsides—are holding out against the Kwangsi faction.

Some Gone Back.

Later news is that the commanders are not in harmony and that some of them have returned to Canton.

As the Kwangsi faction has a number of Naval craft, it is not expected that the recalcitrant section of the Navy can cause trouble.

Payment by the Kwangsi faction, it is anticipated, will lead to compromise.

20,000 ARRIVE.

Kwangsi Faction Now Controls Canton.

About 20,000 troops of the Kwangsi faction are now in or around Canton, the majority being in the suburbs or posted along the range of hills overlooking the city from the north.

Kwangsi officials are flocking back to their former posts.

No move eastwards against the Ironsides is reported, but the latter are continuing their march away from Canton, having gone on from Shekung to Waichow, up the East River, although they are not pursued.

Line Maintained.

The Kwangsi troops still maintain communication with their base on the West River, Samshui, 40 miles west of Canton.

The arrival of the Kwangsi troops brought large crowds out of doors for the first time in some weeks, thereby encouraging many tops in the city to re-open and do a good business.

BANGKOK RESIDENT.

MR. G. A. R. MACKINTOSH'S DEATH.

20 YEARS IN SIAM.

Bangkok, Dec. 15. Mr. G. A. R. Mackintosh, general manager of the Srinracha Company died early this morning at the Nursing Home. Death was due to acute septic appendicitis.

M. Mackintosh came to this country about 20 years ago, and entered the Borneo Company. Later while the Srinracha Company was still under the Borneo Company, Mr. Mackintosh was assigned as manager.

Recently, when the Company gave affiliations with the American firm, Mackintosh was selected by directors to be its general manager. Under his management the company has proved a financial success, now operating one of the largest sawmills in the Far East.

Mackintosh had only returned home but a short while, having on home leave.

MORE CONFIDENCE.

(Continued from Page 1.)

IN PRACTICAL TERMS.

Using more practical terms, it can be said that the merchants paid, voluntarily or involuntarily, for protection against persecution, praying at the same time for an opportunity to gain back their outlay by legitimate trade.

At one time, pickets of warring labour unions could close up business premises and arrest masters who held out against exorbitant demands.

Instead of insisting on terms of repayment of their subscriptions to loans or relaxation in taxes, merchant organisations asked for assurance that labour unions be restricted. Their requests were granted, in good faith if not entirely successfully.

POLITICAL OUTLOOK NOT CHEERFUL. The political outlook to-day is not at all cheerful as the Ironsides are only 60 miles away from Canton.

Economically, Canton suffered enormously during the Ironsides' excesses which lasted 60 hours.

Financially, both the Government and the people have suffered a serious setback through starting depreciation in the value of banknotes through lack of confidence.

Business can hardly be said to have had a prosperous year, several trades have lost heavily, and crops have been bad.

Whereas there was practically no civil war in Kwangtung province in 1926, there has been a good deal of trouble this year.

WHY PEOPLE TAKE HOPE. Although they admit that prospects can be much better, most people take hope from the following:

Further extensive labour strikes are unlikely as even the Ironsides, who were considered to be sympathetic towards labour, were very strict.

Cost of labour, which has mounted rapidly in the last few years, has remained fairly steady this year.

Local taxation has not been increased this year as much as it was in 1926.

Demand for Foreign Goods. Inclination for foreign trade remains just as strong. There is no Strike Association. The Boycott Associations are in disfavour.

Large supplies will be needed for the Kwangsi troops in Hunan and Hubei if there is to be a split with Chiang Kai-shek and Nanjing.

There has been an unusually brisk demand for most grades of foreign goods.

CAUSES OF CONFIDENCE. Cost of living increased 30 per cent. in 1926 and 15 per cent. in 1926. It has practically reached a high-water mark and the increase this year is negligible, although the price of rice has been high on account of bad harvests.

Confidence has been bred by the ruling faction (of Kwangsi) being restored in less than two months, i.e., in quicker time than any other factor, including the late Dr. Sun Yat-sen himself, has been able to return. Many other factions, stronger even than the Kwangsi party, have faded out ignominiously after being once deposed. And the Kwangsi faction has the support of the merchants, the middle classes, and about half of the workers.

SOVIET CONSULATE.

MEMBERS PASSING THROUGH HONG KONG.

FROM CANTON TO RUSSIA.

The Consul-General, with several ladies and children, of the Soviet Consulate-General of Canton, arrived in Hong Kong yesterday on the s.s. "Kinhan" on their way home, after having been expelled by the Nationalist Government of Canton.

Canton detectives accompanied the party down, the latter being met on arrival by Mr. L. H. V. Booth, of the Criminal Investigation Department. They sail on Monday for Shanghai where they will not be allowed to land. They go on a Japanese steamer to Kobe and thence back to Russia.

NAMES IN THE PARTY.

Those in the party are M. Pokhvalinski (Consulate-General), his wife and two little girls; Madame Vacouloff, wife of the Consulate Secretary, who was shot with a girl of two years; Madame Berman; Madame Kulchakala. The last two are wives of other deceased members of the Consulate staff.

It will be recalled that during the Red Riots a fortnight ago, five Russian men and six Chinese (of the Consulate) were shot for alleged participation in the street shooting. The others (who came down yesterday) were arrested.

WATER CONTROL.

It is notified that on and after Tuesday next, the supply of water to all the river main districts will be controlled by bringing the river mains into operation and that water will be turned on to each river main daily for two consecutive hours.

A qualifying examination for appointments of probationer clerks in the Government Service will be held in Queen's College Hall, on Saturday and Monday January 14 and 15.

INDIAN AFFAIRS.

RESOLUTIONS OF INDUSTRIAL CONGRESS.

PROTECTION FOR TEXTILES.

Madras, Yesterday. The Industrial Congress has passed a resolution to boycott the Statutory Commission. It also demanded that the textile industry should be protected by the immediate imposition of four per cent extra duty on piece goods.—Reuter.

CHATER PICTURES.

COLLECTION OF 437 FOR THE COLONY.

NO. PERMANENT REPOSITORY.

At yesterday's meeting of the Legislative Council the Hon. Mr. W. E. L. Shenton asked:

Have the Government, on behalf of the Colony of Hong Kong, recently received a gift of a valuable collection of pictures and prints of Hong Kong and the Far East, in accordance with the wishes of the late Sir Catchick Paul Chater, and by the generosity of the Armenian Church of Nazareth at Calcutta?

If yes, what steps are the Government taking to preserve the collection for the Colony of Hong Kong, where will the same be housed, and on what conditions, pending the provision of a permanent repository for the same?

Have the Government a scheme for a permanent repository?

OFFICIAL REPLY.

The Colonial Secretary:—The answer to the first question is in the affirmative. The collection comprises paintings and prints to the total of 437, all of great interest to the Colony and many of historical value.

In the absence of any suitable repository for the whole collection, such of the pictures as could not be given wall-space, at Government House, have been distributed to the University and various Government Offices where they will be hung and cared for. Arrangements are in hand for marking each picture with a brass plate engraved with the reference number in the catalogue; and the whole collection will be checked annually.

The answer to the third question is in the negative.

GOVERNOR'S THANKS.

H.E. the Governor: This completes our work for 1927. I thank honourable members of this Council for much valuable and unfailing help they have given to me throughout the past year and I take this opportunity of wishing all members of Council and, through them, the Colony as a whole, every happiness and prosperity for the new year. Council then adjourned sine die.

Those present were H.E. the Governor, H.E. the General Officer Commanding the Troops, the Colonial Secretary, the Attorney-General, the Colonial Treasurer, Secretary for Chinese Affairs, the Captain Superintendent of Police, the Hon. Sir Shou-shun Chow, Hon. Mr. W. E. L. Shenton, Hon. Dr. R. H. Kotewall, Hon. Mr. A. C. Hynes, Hon. Mr. J. Owen Hughes, and the Deputy Clerk of Councils (Mr. E. W. Hamilton).

DOMINION HEADS.

NOT INTERMEDIARIES AFTER TOMORROW.

ROYAL NOSE.

\$12,000,000 BONUSES.

NEW YORK FIRMS' GIFTS TO EMPLOYEES.

\$10,000,000 BONUSES.

NEW YORK, Nov. 17.

Lord Napier of Magdala, that great soldier whose life has just been published by his son, the Hon. H. D. Napier (Arnold, 21s.), was honoured for his wonderful tact.

While he was Governor of Gibraltar, King Edward sent him an urgent cable saying that he had heard that his two midshipmen sons, then on board the "Belligerent," had been tattooed on the deck by their fellow-midshipmen.

The picture which is to follow "Beau Geste" at the Queen's Theatre is Reginald Denny's latest comedy hit, "Out All Night," in which the genial British film star is assisted by Marion Nixon as the pretty heroine.

THE REDS IN CANTON.

SHOWING AT THE WORLD THEATRE.

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New Books That Every Student
in Chinese Affairs Should Read

Dr. Sun Yat Sen's San Min Chu I

The Three Principles of the People, Translated into English by Frank W. Price; Edited by L. T. Chen. Prices: cloth, 5½" x 8½", \$4; paper, 5½" x 7½", \$2.

The Three Principles are the great forces that are now driving China forward. This book, published by the China Committee of the Institute of Pacific Relations, is to supply the demand of Westerners and overseas Chinese who wish to know Dr. Sun's political theories. The translation is complete and faithful to the original. Geographical and historical references have been verified. Brief notes to explain familiar names and references have been added. Each chapter is placed with a brief summary.

What's Right with China

By Dr. O. D. Rasmussen. Price, \$3.50

This book is cleverly written as an answer to Rodney Gilbert's "What's Wrong with China?" It presents the Chinese point of view, and in it are answered a lot of the arguments advanced by Gilbert in criticizing China and the Chinese.

Vital Factors in China's Problems

Edited by T. H. Lee, Litt. D. Price, \$2.50.

A collection of forty-three finely essays on the vital questions confronting China and the world. These readings in current literature offer practical suggestions for the solution of China's problems. The book is intended for a text for general reading, or readings in Civics and Social Science.

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LOCAL AND GENERAL SOCIAL AND PERSONAL.

The Kiangsu Bureau of Agriculture and Labour has ordered an investigation of the labourers' living conditions, says the Chinese press.

The Nationalist Government has issued a mandate ordering all military leaders to exert their energies towards arresting Marshal Wu Peifu.

The Anti-Gambling League is to take legal action against the trustees of the Crystal Palace with a view to preventing the opening of the proposed greyhound racing track there.

A report from Kluikang states that a detachment of the 3rd Army, some of whom were reported at Nanchang, have arrived at the former place from the Hunan-Kiangsu border.

The price of London standard flour has been officially advanced by 6d. a sack to 44s. delivered in the Home Counties, with a reduction of 6d. to 1s. a sack in the London district.

The Chinese press understands that Mrs. Ching-wel will leave for Paris in a few days to join her husband, for whose arrest a warrant has been issued by the Nanjing Government.

At the China Auction Rooms yesterday afternoon there was a fair attendance for the sale of Nos. 6, 8 and 10, Centre Street, which, sold in one lot, realised \$71,400. Mr. Fun Yat-kai was the buyer.

In a message received in Java from Sir Frank Dyson, F.R.S. Astronomer-Royal, it is stated that most probably the British expedition will go either to Malaya or Sumatra, and not to Siam, to study the total eclipse of the sun in 1929.

Mr. Francis Gordon Small, aged 35, an engineer, who was found not guilty at the London Sessions of being drunk in charge of a motor-car and assaulting a policeman, is stated to have incurred £150 in costs, counsel's fees, and disbursements.

Gen. Chiang Kai-shek gave a dinner at his home in Shanghai to the Japanese Consular officials and naval and military officers stationed in Shanghai, when he explained the real aspirations of the Nationalists and urged the Powers to remain neutral.

In the course of a statement appearing in the Chinese press, Gen. Pei Chung-hsi, Garrison Commissioner, who has been appointed to the command of the 2nd Army Corps, stationed in Hankow, announces that he is determined to protect Yangtze shippers.

Sentence was passed by Judge Chau in the Provisional Court on T. O. Teppers, a German, who was charged by a Mrs. Tonkin and several Japanese with obtaining goods by presenting worthless cheques. Teppers was given six months for each of six charges but he was permitted to serve only 18 months.

At the 17th Annual General Meeting of the Chung Hua Book Co., it was announced that labour troubles had influenced business to such an extent that no dividend could be declared. Among the eight directors appointed are Mr. Clover, G. D. Litchfield Co., and Mr. Hager. The Court ordered that a typewriter, which accused admitted having stolen from Mr. Hager should be kept by the police and that a civil action should be brought if the owner desired to recover it. When accused is released from gaol, he will be reprieved from the Settlement.

The vernacular press states that the British, French and Japanese Ministers have lodged another protest with the War-chia-pu against the commandeering of the Shanghai salt revenues by Marshal Chang Chun-chang on the ground that it is contrary to the loan agreements. Should protests be unavailing, it is said, definite action will be taken to prevent similar actions in future.

Members of the Shanghai General Chamber of Commerce, among whom were Messrs. E. T. Byrne, T. H. Shaw, Main Austin, H. W. P. McMeekin, F. W. Maze, A. Pitacco, A. Gray, and B. Fifth, visited the Riverside Power Station of the Municipal Electricity Department and were conducted over the installation by Mr. C. S. Taylor, Acting Engineer-in-Chief, inspecting recent additions to the plant.

The Tsinan manager of the International Bye-Products Co., Inc., of 108 Woosung Road, Shanghai, made his appearance in the Provisional Court last Saturday, charged with misappropriating the sum of \$7,000. Det.-Sgt. Gash informed the Judge (Mr. Liang Long) that accused was arrested at the instance of Mr. A. A. Mortimore, the company's local manager under instructions from the Tianjin office. Mr. Mortimore informed the Court that the defalcations took place between December, 1926, and November, 1927. Accused was in charge of the Tsinan office and the money had been remitted to him, from time to time, to meet office expenses and advances to dealers. The hearing was adjourned.

H.M.S. "Keppel" has arrived in Shanghai from Nimrod Sound.

The N.Y.K. Wharf cooies and godown keepers who went on strike on November 27 have resumed work.

Mr. W. H. Lee Warner has left Penang for Klang to take up the appointment of District Officer there.

Mr. R. Boyd, Assistant Director of Co-operation, has gone up Penang Hill and is staying at the convalescent bungalow.

Mr. A. Haslam, of the printing department of the "North-China Daily News," has returned to Shanghai from Home leave.

A meeting which was arranged to be held in the Shanghai Students' Union for the purpose of discussing the organisation of a "Shanghai Peasants, Labourers, Merchants and Students League" was abandoned owing to the poor attendance.

"Canton Under the Reds," a film record of events in the recent revolt, secured much personal risk, is to be screened at the World Theatre from Tuesday to Thursday next week. Although necessarily scrappy, the film is of exceptional local interest, particularly the part showing captured Russians being marched through the streets.

Death sentences were imposed by Judge Wan and Mr. Shimizu, Senior Consul's Deputy, in the Provisional Court on two Chinese found guilty of armed robbery. Both were deprived of their civil rights for life.

Chao Wu-yih, a former officer of the Shanghai General Labour Union, was sentenced to 10 months' imprisonment at the Provisional Court, he having been found guilty of distributing Communistic handbills.

Corporal John William Moore, Highland Light Infantry, who was found guilty by court-martial of neglect in allowing Private Drew, a prisoner, to escape on November 14 from a cell at Aldershot, was sentenced to be severely reprimanded.

The Prime Minister has declined to receive a deputation from the miners who have marched to London from Wales, but the Minister of Labour, Sir A. Steel-Maitland, is ready to meet M.P.'s with a limited number of their constituents who may be in London.

Mr. Chang Ching-kiang, former acting chairman of the Central Executive Committee of the Kuomintang, arrived in Shanghai from Hangchow, where he has been recuperating. Mr. Chang is an intimate friend and a personal adviser of Gen. Chiang Kai-shek.

A cashier, who was brought before the Shanghai Provisional Court on a charge of misappropriating \$40,000 from his employers, the Ong Kyu Native Bank, last month, was ordered by Judge Kuh to be remanded for two weeks. Bail was allowed in the sum of \$20,000 shop security.

London, December 30.—The newspapers are of opinion that Mr. Philip Snowden's resignation from the Independent Labour Party was hastened by differences of opinion with regard to the Labour proposal as to the surtax, which Mr. Snowden contended should go to debt redemption and not to Socialist scheme.—Reuters.

It is understood that Dr. Wang Chung-hui, Minister of Justice in the Nanking Government, who was formerly the Chinese member of the International Court of Justice at The Hague, may resume the latter post in the near future. Meanwhile, the Peking Government has recommended the appointment of Dr. Wellington Koo, former Premier and Foreign Minister, for the place.

Charged with stealing a ricksha, a coolie told the Provisional Court Judge that a tall man had compelled him to pick up the shafts and run; if he refused the tall man threatened to assault him. "I was frightened when complainant chased me," he said, "so I ran away. I didn't know that I was stealing it." The Judge: "I know that you did. One month. Next case."

New Year festivities will take the form of carnival dances in the Hong Kong Hotel, the King Edward, the Kowloon Hotel, Lane, Crawfords and the Cafe Regent, and there is to be an especially big night at the Repulse Bay Hotel. The Peak Club are holding a New Year's dance and St. Stephen's College is giving a concert in aid of the new building fund. There is also the "President's Dance" at the Chinese Club. The usual Watch-Night services will be held.

Admiral Jean Stotz, Commander-in-Chief of the French Naval Forces in the East, paid an official visit last week to H.E. the Governor of Macao. Admiral Stotz, whose flagship, "Jules Michelet," is in Hong Kong, made the trip in the French gunboat "Argus." As the French vessel entered the port, a salute was fired from the Portuguese gunboat "Patria." The French Admiral was received at Government House by H.E. the Governor of Macao, Senator Arthur Tamagnini de Sousa Barros, and in the evening a dinner in honour of the visitor was given at Government House followed by a dance. During his stay at Macao, Admiral Stotz was the guest of H.E. the Governor of Macao, Mr. L. V. de Oliveira.

The French Culinary Association won the championship for a six-course dinner for six people at the Cockey Exhibition at Holland Park Hall, W.

According to the Chinese press, the Nanking Government has decided to grant special rewards to the Nationalist land and sea forces on New Year's Day.

The Nanking Foreign Ministry has been asked by the Shanghai Chinese authorities to approve of a series of regulations governing the bureau for the registration of Russians in Shanghai.

Mr. Round-Turner, of the British North Borneo Constabulary, will be going to Kuala Lumpur in the near future for a month, during which he will be attached to the local Police Depot.—M.M.

Mr. A. O. Newbould has succeeded Mr. R. Bird, who has gone on furlough, as Secretary to British Resident, Negri Sembilan. Mr. L. H. Gorsuch takes Mr. Newbould's place as District Officer, Jelebu.

Death sentences were imposed by Judge Wan and Mr. Shimizu, Senior Consul's Deputy, in the Provisional Court on two Chinese found guilty of armed robbery. Both were deprived of their civil rights for life.

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Pirates are again active on the Yangtze River, and a British naval action has been taken against them. The "Overland Mail" contains full reports of all engagements and activities in the area, together with accounts of the war in the south where Nationalists have again attacked Fengtien forces threatening to march on Peking.

The scene at Canton continues to change with dramatic suddenness. The Ironsides, who recaptured the city from the Communists, have now left, taking a lot of money with them, and the Kwangsi forces are ready to step into power. Meanwhile, the movement for the re-enthronement of General Li Chai-sum in the southern capital grows stronger day by day. The interesting events leading up to the present situation in Canton are graphically described by Chinese correspondents and observers in this week's "Overland Mail."

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A WEEK'S PAPERS

IN ONE

SPORTS

HOLIDAY GOLF.

R.H.K.G.C. STARTING TIMES ANNOUNCED.

TWO DAYS' PLAY.

The Royal Hong Kong Golf Club starting times for New Year's Day and January 2 are as follows:

	New Year's Day.
9.24 a.m.	A. R. Cox and J. H. Bottomley.
9.28	A. E. Wood and E. D. Matthews.
9.32	S. T. Butlin and N. K. Littlejohn.
9.36	F. M. Ellis and G. P. Lammert.
9.40	S. A. Arthur and E. C. Frederick.
9.44	J. F. Kennedy and H. M. Muir.
9.48	W. C. Clark and W. A. Weight.
9.52	A. Leach and A. Sommerville.
9.56	R. S. Smith and F. Syme Thomson.
10.00	Sir Joseph Kemp and E. R. Halifax.
10.04	H. L. Mackenzie and F. G. Fowle.
10.08	H. Spicer and G. W. Gardiner.
10.12	C. C. Stark and K. S. Robertson.
10.16	A. O. Brown and T. C. Monaghan.
10.20	W. Ironside and A. E. Lissaman.
10.24	T. D. E. Pendered and L. G. S. Dodwell.
10.28	G. Murray and R. Warbrick.
10.32	L. Yates and J. Coulthart.
10.36	R. M. Finlayson and H. F. Farr.

Mondays, January 2, 1928.

9.24 a.m.	F. S. Thomson and A. D. Humphreys.
9.28	W. Ironside and G. S. Archibutt.
9.32	J. H. Little and W. R. Mansfield.
9.36	J. F. Kennedy and A. Morley.
9.40	F. A. Ferry and F. Cowherd.
9.44	W. L. Dunbar and A. Leach.
9.48	C. B. Brown and N. K. Littlejohn.
9.52	A. E. Suleiman and K. S. Robertson.
9.56	R. M. Smith and E. Davidson.
10.00	P. P. J. Wodehouse and E. R. Halifax.
10.04	G. Murray and J. L. Shallshen.
10.08	C. W. Jeffries and A. O. Brown.
10.12	F. Taylor and E. D. Matthews.
10.16	A. P. Bungey and S. M. Mayes.
10.20	S. A. Arthur and E. C. Frederick.
10.24	S. S. Perry and F. M. Ellis.
10.28	J. W. Robertson and M. H. Ivy.
10.32	J. D. H. Crawford and J. W. Alabaster.
10.36	W. Adamson and J. Coulthart.
10.40	C. B. Johnson and L. R. Andrews.
10.44	I. E. A. MacKay and J. H. M. Andrew.
10.48	T. Low and J. Bentley,

MANY OF THEM SHOULD BE BUMPED.

DISCOURAGING PROFESSIONALS.

It is not, writes Jack Smith, at all encouraging to the young golfer to be told that British golf is on the wane, that the Americans are our masters, that we ought to be ashamed of ourselves. I suppose our critics are sincere, but they are very silly.

What sort of assistance do they think they render us when they do the "Dismal Jimmy" business and tell us before the start that we are beaten. They create a wrong atmosphere. It is written that golf is a temperamental game, that the mental side of it is very important, and now and again you will find the idea extended to the point of unnecessary rudeness.

I once saw it stated that the average British professional was lacking in mentality. But if the critics want to do the thinking for us, should it not occur to them that there is quite a lot in "mass suggestion" and if they create an impression that we are no good, then that impression haunts and affects our play.

Incidentally, it is all wrong. Better golf is being played to-day than at any previous time, and among the best golfers in the world are young Britons whose careers lie ahead of them. It is not for me to suggest ways and means of encouraging young golfers, but I can, and do, protest against discouraging them.

Championship Forecast.

This is being written on the eve of the Championship, and already the experts have aired their knowledge in print. They have said: I expect that Mr. Bobby Jones will go very near to the retention of his title, and that if not he then some other American will walk away with the Cup.

If we professionals are not mentally proficient, isn't that the very stuff which makes us go into the fields though we were engaged in a hopeless quest? Surely it would be much better if we were able to rend that we have a very fine chance of avenging ourselves on the Americans. That would make us feel as if we could do the trick.

CENTRE FORWARDS.

WHAT ARE THEIR REAL DUTIES?

SCORING OR LEADING.

Not so very long ago, writes Jack Fowler, Swansea and Wales centre forward, I was a compulsory listener to two football supporters who were discussing the relative merits of the various positions on a football field. They did not know me, and I did not join in the conversation, though I was sorely tempted when one of the enthusiasts made the startling statement that the centre-forward berth was one of the easiest in a team and certainly the easiest in the forward line.

Unfortunately, the conversation ceased before explanations were made, but it has given me cause for wonder. Now is the centre-forward berth easy? That depends on what a centre-forward is supposed to do?

Many people have the idea that a centre-forward has one job and one alone to do. If he wishes to be successful—that is to score goals.

Of course, Mr. Jones has an excellent chance of winning, but there are a score of British professionals who have an equal chance—but who do not start level. The confidence of the holder is supported and buoyed up by generous praise while our own confidence is undermined because we are told that we have not the faith of our own people.

British golf is very good indeed. I could name a dozen young players whose shot production is as good as that of any of the masters, English or American.

But where the critics are right there is in what they say about our lack of training. We do not take the game so seriously as the Americans; we have not the same capacity for infinite pains, but that is national trait.

We, as a nation, are less painstaking—than our opponents, because we are naturally more profane. The machine-made golfer

now, discussing all that, let us assume that the centre-forward's main job is to score goals. Is it easy to get goals? Defences these days are not giving much away and they always have the pull over the attacker; when they clear, but the forward has to get the ball into a space, 8 yards wide by 8 feet high and to do that he must beat a goalkeeper. And that is the most difficult job in football.

We are thinking at the moment that the leader's job is only to get goals. Now is he to wait until someone makes a mistake; go and fetch the ball for himself or rely upon his colleagues to give him the ball? I'll dismiss the first case and deal with the second. Just picture for a moment a centre-forward rambling all over the field fetching the ball for himself and trying to score.

He would soon be labelled a poor player, for he would never be in position, and, I fear, he would soon be labelled selfish.

Thus, he is left to rely, to a great extent, upon the support he receives from his colleagues, and especially from the inside forwards and the centre-half-back.

When he is given the ball and the opportunities by the other players, it becomes a matter of skill whether he succeeds or not; but no player, centre-forward or anywhere else, can always succeed.

His First Thought.

Emphatically, a centre-forward's first thought must be to keep the line moving, by being the connecting link between the two wings, and, if he is to become the goal-scoring-in-chief of a team, it is up to the other members to give him the chances.

For if there is one position where foraging on one's own account, at least leaving one's position, is dangerous, it is that of centre-forward.

After all, if the centre-forward does get many, or most of the goal-scoring chances, there is a logical reason for it. He is between two wings, and it is, most often, their principal job to put the ball into the middle, and I will admit that many times when they succeed the centre-forward has an easy job to score. But what if they don't get the ball into the middle; what if the wings or the inside men are off form? Who suffers? This I will not answer.

Let us consider any outstanding centre-forward—a man who has scored a great number of goals. Analyse the team with which he has played, and I am certain that you will find he has two clever inside forwards to back him up. There is certainly credit due for his success, but he has been greatly dependent on this assistance.

Personal Experience.

As a centre-forward, I know whether it is easy or not. I have had some success both in goal-scoring and keeping a line together, and am not likely to belittle men who have done so well in the same position, but at the same time, I cannot overlook the fact that I have my inside men to thank for much of my success.

When Swansea were doing so well a few seasons ago, we had Dacon and Thompson in the inside positions and Joe Sykes playing at centre half-back. You may take it from me that no three men in the country could make it so easy for a centre-forward as they can when they are at the top of their form. But I should be very bold if I said the position, playing with them even, was the easiest position on the field.

No position is made with the sole object of scoring goals, and no position can be really easy if it has to rely upon the good form and work of players in other positions.

DEMPSAY SUED FOR \$33,333.33

Left to right: Jack Dempsey, former heavyweight champion of the world; Arthur Driscoll, attorney for Dempsey, and Tex Rickard, millionaire fight promoter, photographed at the opening of the \$33,333.33 suit filed against Dempsey by his former manager, Jack Kearns.

is a dangerous factor in championship play, because of his precision, and I am in agreement with the critics in their denunciation of our rather careless methods.

What We Want.

Of course, we should train for championships. Why not? Every other athlete dedicates himself by way of preparation for the big thing. A boxer does not go into the ring without months of arduous training and dieting. The same with the Inter-University crews before the annual boat race.

It may not be necessary for us golfers to be quite so thorough in our training, but I am certainly of the opinion that we should focus our minds on the championship at least a month before it begins, and set aside all other considerations in preparing for it.

That is one of the things that we want. Another, is a little sympathy where heretofore we have had more of destructive criticism.

I am quite sure that this supremacy of American golfers is no more than a passing phase. In defence of our own showing, one might draw attention to the fact that golf in America is practically modern and the American people have gone almost crazy on it. Already it rivals baseball as the national game.

There are immense money prizes for the professors who receive very much more encouragement than do ours. The wave of enthusiasm which has spread over America has swept along in its path the right atmosphere for achievement.

But the tide will turn. A big

At once, let me say that scoring goals is, of course, the prime object of a centre-forward, but so it is of any forward or half-back for that matter. If the critics are right, the centre-forward referred to as the "leader"? The centre-forward who concentrates solely upon scoring goals, to the exclusion of other duties that are necessary to the position, will not hold his place long in a Second Division side. That is, in a team that prides itself upon playing football in the true sense of the word. Have you ever heard the centre-forward referred to as the "leader"? That means the leader of the attack, and adequately sums up what is expected of a centre-forward; he must lead the forward line. He must be the connecting link between the two wings of his team in attack.

Scoring Only.

That is not scoring goals. It is keeping the attack going. After all, you don't score many goals from forty-five yards; the majority of goals are scored from less than ten yards; and before you can score you must get the ball to within scoring distance. If you agree with that, and I think you will, then what is the use of a centre-forward who cannot take his part in the attacking work, but is only good for finishing it off? Very little, I venture to say.

British triumph—it might occur in this present championship—will act as a good and you will see British golf climbing to its former pre-eminence.

CHRISTMAS EVE SOCCER.

XMAS EVE

BUT NO REST

FOR THE

SOCCER PLAYER

AS LAST

SATURDAY

SAW THE NAVY

ENGAGE THE INTERPORT PROBABLY

WHILE THE DEEP SEA CHESTS WERE THERE TO SHOOT

THEIR TEAM TO VICTORY

HAVE A GOOD LOOK AT IT

THE NAVY HAD THE BALL TO KICK OFF WITH

KEPT IT AMONGST THEMSELVES MOST OF THE GAME

BUT GAVE IT TO THE INTERPORTERS AT HALF TIME!

THIS IS SOMETHING LIKE

NORTH-EAST OF THE NAVY WHO

ONCE HE GOT THE BALL

DISAPPEARED IN A CLOUD OF DUST

AND NEVER STOPPED UNTIL THE BALL WAS IN THE NET. STUNNING!

The (P) Luck of the Navy."

ROWING PROBLEMS.

THE ORTHODOX OARSMAN'S DIFFICULTIES.

SWIVEL & FIXED ROWLOCKS.

In an article published in "The Daily Telegraph" on October 14 I wrote that the impetus that has been given to the desire to use swivelled rowlocks by the fact that the Thames and London crews, which fought out the final of the Grand Challenge Cup at Henley this year, both made use of them, and I pointed out that college and club captains should give very deep consideration to the matter before they decide to drop the use of fixed rowlocks, writes An Old Blue.

The first consideration is, of course, one of expense, for not only would new riggers be required, but new sets of oars. Dr. Bourne, to whose book most so-called orthodox oarsmen would turn for guidance, is silent on the subject.

Mr. Fairbairn has not hitherto given swivels to his junior crews, the heading becomes more instructive than ever.

Good watermen are scarce; they are seldom born, and are generally the product of years of oarsmanship. There are advantages in both forms, but I do not think they have ever been clearly thought out or that the right conclusions have been drawn.

The chief difference between the two forms lies at the finish of the stroke. Only the most perfect waterman could obtain what is demanded in an orthodox finish if he used the swivelled type, and even he would have to make some slight concessions.

The orthodox oarsman is taught to finish the stroke by keeping up the pressure on the oar handle until the last possible moment, that is, until the hands have come in to, or to my mind, better still, have been stopped by the chest. The blade is to be kept immersed to its full depth until that moment, so that every ounce of work done at the handle has its corresponding weight at the blade held against the oars.

Immediately the hands have come in a sharp downward movement of the hands depresses the oar handle, and consequently raises the blade square out of the water. It is then turned on the feather, and if the downward thrust of the hands is sharp enough and great enough no danger of a "crab" is incurred.

That is, I think, a fair description of the finish as postulated by Dr. Warre and all the great orthodox teachers, and, but for one point, on which no stress has been laid, it could be practised with fixed or swivelled rowlocks alike, if sufficient quickness were attained.

What Teachers Stipulate.

Orthodox and unorthodox preachers all stipulate

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MOTORING SECTION

A BETTER DRIVE.

MOTOR-GENERATOR FOR CARS.

Several years ago engineers in nearly every country in the world started experimenting with an electrical drive for ships, it being thought that this kind of drive would prove a little more economical and more simple of control than the prevailing all-steam method of propulsion. Tests were made on several small ships, and the drive remodeled and reconstructed until finally it grew to that state of perfection which enabled its fitment, with satisfactory results, to very large ships. A notable instance of this drive is the installation in the American battleship New Mexico, tests of which show that it is nearly twice as flexible as the steam drive, and altogether showed an increase of over 20 per cent. in operating efficiency, with a corresponding decrease in cost of running.

In the main the drive consists of a steam turbine geared to a generator, which in turn is electrically connected to, and furnishes the power for, an electric driving motor. Its chief advantages are that any desired speed can be obtained by a very simple control of the driving motor, without any alteration in the speeds of either the turbine or the generator, thus allowing these units to be almost constantly run at their most efficient speeds. Another advantage is that any shocks or sudden variations of load in the final drive are easily absorbed by the driving motor without any detriment to it, the strain being actually absorbed in the air cushion between the armature and the field magnets.

This success in marine work has spurred engineers to cast about for other fields of application for this drive, and for some time experiments have been going forward in the development of the drive on a commercial basis for cars. A very serious set-back was met with for quite a long time, owing to the fact that the orthodox type of motors and generators, as used in the ship drive, was far too heavy for car use. This has at last been overcome by an engineer named Fraser, who has evolved a motor and generator in one unit, and has made it so light that the total drive when placed in an experimental Cadillac chassis was only 100lb. heavier than when fitted with the stock motor, clutch and gear drive.

Instead of the usual heavy structures of laminated iron the armatures of the motor and generator consist of thin hollow cylinders, and the conductors or wiring on those are embedded in bakelite. This cylindrical arrangement makes it possible for the poles and fields to be placed inside the armature, one set being used for both the motor and generator sections of the unit. To further reduce the weight disc type commutators are used, instead of the usual cylindrical type, there being a commutator for the generator part at the forward end and a motor commutator at the rear end. An interesting feature of the drive is the very wide range of speed ratios which it affords, it being possible to even run the engine at a lower speed than the propeller shaft. Consequently when such a drive is installed the engine can be made to operate for most of its time at nearly full throttle conditions, which gives a marked economy in petrol.

Like many other gears, the Frazer drive permits the car to over-run the engine, but this has proved not to be a disadvantage on hills, as the drive can be used to afford a very powerful and satisfactory electrical brake. In order to understand one of the unique features of this drive, it is necessary to know that in the ordinary motor or generator a troublesome effect known as armature reaction occurs, which is due to a magnetic field being set up by the current passing through the conductors wound round the armature. This field distorts the field produced by the electro-magnets. In the Frazer drive the conductors of the cylindrical generator and motor armatures are so close together that the field produced by one set is neutralised by the other set. This elimination of armature reaction enables more power to be handled by the machine for a given weight of copper and iron in its construction. Yet another point is that in the conventional machine

NEW IDEAS.

NEW OIL CONTROL RINGS.

For the motorist who is troubled with an oiling engine, a new piston ring has been designed that is claimed by the makers to completely rectify the trouble. This ring (the "ventroll") is provided with a step joint, and vents or openings cut in a groove cut in the side. The walls of the groove, which is on the outside of the ring, and the vents or slots, are at an upward angle to the piston travel. The upper side of the groove has a scraping edge which collects the oil when the piston moves downward, while the lower edge is bevelled and serves to throw the oil against the cylinder wall as the piston moves upward. The surplus oil gathered in the groove is drained downwards, through the vents to the drain holes in the ring groove of the piston.

Unique Petrol Filter.

A new and very efficient petrol filter has recently been designed and placed on the market by an American inventor. The filter is unique in that the filtering screens are placed at an angle to the travel of the petrol, and are so arranged that the fluid is treated four times before being passed on the carburetor. The screens used are: First of all a baffle plate, which causes the petrol to flow along the bottom wall of the filter, and deposit the larger particles of foreign matter and water; then through a fine mesh gauze, which retains any large particles that may have escaped from the baffle, and finally through an auxiliary screen to a disc of charcoal. The inventor claims that by having the screens on an angle much greater efficiency is obtainable, as there is actually a larger area of screen surface to treat the petrol, and in addition the angle prevents any clogging and corrosion of the screens.

It is not surprising to find that the course of employment has been similar. Where in 1907 the industry employed 34,000 persons, it is now employing over 250,000. Its annual increment since 1922 has been of the order of 16,000, which the coal strike reduced to 6,000, though the difference has been regained during the present year. It will be seen, however, that the extent of increase in employees is much less than proportionate to that in the volume of production. The explanation of the discrepancy is necessarily that each person employed has produced more. Between 1907 and 1924, in fact, the value produced per person increased by about 110 per cent., in spite of the decrease in selling prices and the correspondingly greater output required for a given value. It is true, indeed, that during the same period the horsepower employed per employee had also doubled; but that this is no sufficient explanation is evident from the fact that in general and electrical engineering, though the horse-power per employee had been increased in a still greater ratio, the increase in value per employee seems to have been less than, or not greatly different from, the increase in selling prices. The true explanation seems to be, at least in large part, that the employers were willing to give their employees a fair—on the figures it may be said, indeed, a generous share of the advantage of increased production, and the men were free to accept it and to give honest work in return. As a consequence (says "Engineer") the average earnings of all men, skilled and unskilled, have increased from under 41s. in 1914 to over double that amount in the present year, leaving them more than 20 per cent. better off than in 1914, after allowing for the increase in the cost of living.

TYRES DEFY NAILS.

MADE PUNCTURE-PROOF BY NEW INVENTION.

The latest addition to the many devices which have reduced motor-tire trouble to a minimum is Galacite, which, it is claimed, makes tires puncture-proof. It is the invention of a British chemist in Chicago and has been placed on the market after 16 years' experimental work.

It is claimed for Galacite that it does not dry up inside the tube and will lengthen the life of the tube to 10,000 or 12,000 miles. It is on the Indian market at Rs. 15 per 32 ounce tin, this quantity being sufficient to fill the four tires of a car.

A satisfactory test was carried out on the premises of the Automobile Association of Bengal. A tire treated with the solution was driven over a board covered with nails. The pressure of the tire was afterwards tested and showed little or no reduction.

a great deal of magnetic leakage takes place from one pole to another, owing to the close proximity of the pole pieces. In Frazer's drive the distance between adjacent pole pieces is much greater than usual, so that leakage is reduced.

The only control employed is a handle mounted on the steering column, the use of which enables a remarkably wide range of speeds to be obtained at a touch. For reverse the control is moved to an extreme position, in which the connections between the motor and generator are such that the motor armature reverses its direction of rotation.

Taking it all round, the drive is very simple, compact, and very strongly built, and will no doubt be a boon to those drivers that are not keen on manipulating a gear handle; for the driving will merely consist of steering and moving the control, to regulate the speed.

Looking backwards over the improvements in cars during the last 20 years one is apt to speculate:

What will the next score bring forth?

working order, thus eliminating constipation, sick headaches, bilious attacks and keeping the system clean and healthy. Of chemists, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangs Road, Shanghai.

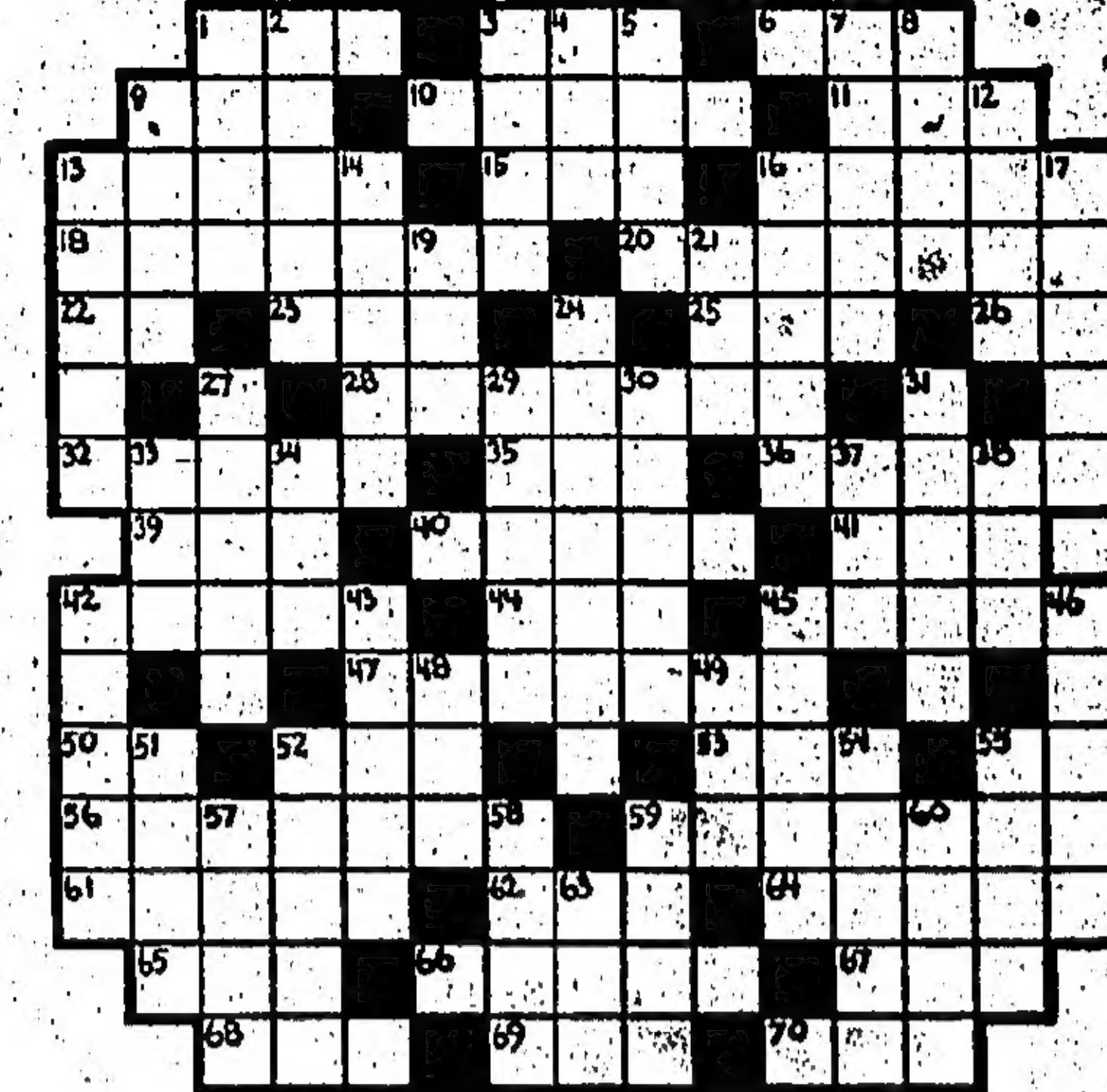
PRICES AND WAGES.

IN THE MOTOR VEHICLE TRADES.

THE INTERNATIONAL SYNDICATE.

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as "harbor," "plow," and "altho.")



SATURDAY, DECEMBER 31, 1927.

THE CHINA MAIL.

FLYING DAY BY DAY.

NEW TERROR.

NOVEL ADVENTURES FOR
SIR ALAN COBHAM.
COMPANIES AT VARIANCE.

Mr. T. Stanhope Sprigg, Editor of "Airways," writes to the "Singapore Free Press":—

At the time of writing one of the principal topics of conversation among airmen is Sir Alan Cobham's great 20,000 miles' trip round the African Continent. Somehow the project seems to have attracted public attention to a degree few outsiders could have expected. At the moment kind of rider-haggard air of adventure seems to hang its glamour over the enterprise. Nobody expects, perhaps, that our greatest and busiest protagonist of commercial aviation will discover diamond mountains, inexhaustible mines of radium or numberless streams a-glitter with gold, but most of us do regard it as a very sensible and noteworthy effort to open up air transport throughout Africa on reasonable and practical lines. And naturally we hope all the big men in the districts traversed will co-operate.

During the last few days I have had several long conversations with Sir Alan about this, his fourth, great trans-ocean flight. We live at such a pace nowadays that probably we can hardly expect the public to remember that in 1924-5 he went by air to Rangoon and back, that the following year he flew to Capetown and back, and that in July-October, 1926, he piloted a machine to Australia and back. But all of us in the world of aviation are proud of his record, and I, like many others, said to him quite openly the other afternoon "Well, this is to be the biggest thing you've ever done." He looked away for a moment, and you could see he was thinking out the suggestion in that curious Scottish way he has when aviation, the thing dearest in his heart, is touched. "I do believe it will be," he said, "and there was the genuine belief of a really great man in his accents."

New Air Routes.

People who do not understand the funny fussy little ways of our own Air Ministry should not underestimate the significance of their loan to Sir Alan Cobham of that new Short "Singapore" flying-boat driven by two 700 h.p. Rolls Royce "Condor" engines. The Ministry does not easily suffer fools at all events, outside its own ranks. Their methods of refusal to help may be always urban, but they are also effective. And I don't blame them.

The main object of the flight is, of course, to survey the various possible air routes between England and all parts of Africa, but other considerations now seem at the eleventh hour to be intervening. True, Sir Alan is trying no stunts of any kind, and more than two-thirds of his time will be occupied in writing reports as to the feasibility of particular air routes and air stations; but there are other things that also claim for his notice the behaviour of his machine in high-tropical altitudes over African lakes and rivers, and the like. Indeed it looks before the trip is over that the Air Ministry will get a lot of useful data for nothing.

Cutting Fares.

Nobody I fancy was very surprised to hear that a sharp fare-cutting war between the companies using Croydon as an air port had suddenly broken out. To most folks, the conflict was only a question of time, and, probably, the news that the French Air Union have introduced a second class single ticket from London to Paris, or vice versa, at £3 10s., and that Imperial Airways have responded with a second class fare at £3 15s. is only the first short in this new aerial battle. May it not prove a case of "thus bad begins, but worse remains behind." Personally, I may give me competition every time.

There is life in that—there is health—there is room for genuine expansion."

As a friend in the air world has pointed out to me, things could not be left where they were directly a summer rush to the Continent, and the British and perhaps a little the French, would find the British position strengthened. Channel routes and transatlantic over the Continent is to-day being seriously challenged. We shall see for ourselves within only a short time if French aeroplanes, which began the British to be placed in a twenty-five passenger London-Faré rôle, are now to be displaced by a triple-engined plane built by a U.K. company. At any rate,

AIRMAN MYSTERY.

CAPT. L. HAMILTON NOT
"OFFICIALLY DEAD."

THE OCEAN WIDE!

new machines on this service. On the top of this we have got the French company making drastic cuts in freight rates and Imperial Airways, trying a pre-emptive bid with a special freight service with a promise of improved facilities. Meanwhile we are warned by experts that France and Germany continue to increase their influence in the air all over Europe and North Africa. The German Airline Luft Hansa send aeroplanes daily into England, Holland, France, Denmark, Sweden, Russia, Austria, and Switzerland. Great Britain had already allowed Germany to operate the London-Amsterdam route on which it was once supreme, and the only British lines now in function are London-Paris, London-Cologne, and Southampton-Guernsey and a British route between Cairo and Basra.

Where is M. Schneider?

Many of my fellow members of the Royal Aero Club heard with something like a shock while in Venice the other day the rumour that M. Schneider, the donor of the famous trophy in 1918, is now living in great poverty in a small cottage in the South of France. Like other folks I, of course, at one time thought he must be dead so enshrouded in mystery has been his career since the Great War.

At one time he was connected with the great French armament firm bearing his name, and, as a



Young Frank C. Bell, of Los Angeles, was awarded a boy Scout Merit Badge for the invention and design of this new type of pusher plane model, which outclassed all others in a junior aviation meet. He spent six months during his spare time in perfecting his invention.

man who knew him has stated, in print, "He must have been an extraordinarily wealthy man at one time. It was rumoured in Venice among those who had gathered to watch the race that Schneider was in an extremely bad way, but he seems to have kept remarkably quiet about it, for no one seemed to know any details or even exactly where in the South of France the cottage was."

"He must at one time have been a millionaire, but he was always very generous and must have given away a small fortune. In addition since the war most armament firms have been anything but prosperous, and I imagine that he must have suffered some diminution of income."

Still, there is a profound difference between "great poverty" and "some diminution of income," and I hope some of the authoritative will take care now to hunt out the real facts. We owe M. Schneider too much to take his plight in so light-hearted a fashion as this! Why shouldn't the Royal Aero Club move in the matter?" I see that Commander Perrin, its secretary, told a press representative: "I had heard he was living in comparative poverty, but I have not been able to confirm the rumour nor have I found anybody who could give me definite information. He seems to have faded out of the world of aeronautics completely."

There are those who appear to have thought he was dead, but I knew he was still alive when we discussed the future arrangements for the race at Venice. Whether he is in an extreme state of poverty I am not able to say, but I have found myself very often have found myself unable to give very much information about him."

As a friend in the air world has pointed out to me, things could not be left where they were directly a summer rush to the Continent, and the British and perhaps a little the French, would find the British position strengthened. Channel routes and transatlantic over the Continent is to-day being seriously challenged. We shall see for ourselves within only a short time if French aeroplanes, which began the British to be placed in a twenty-five passenger London-Faré rôle, are now to be displaced by a triple-engined plane built by a U.K. company. At any rate,

NEARLY FINISHED.

FIRST LINER OF THE
AIR.

INTERESTING NARRATIVE.

London, Nov. 8.—The President, Lord Merrivale, in the Probate Division yesterday declined to presume the death of Captain Leslie Hamilton, who with Lieutenant F. F. Minchin and Princess Lowenstein-Wertheim, left Upavon on an attempt to cross the Atlantic in August and disappeared.

"The ocean is wide," said Lord

Merrivale, "and there are many contingencies which may arise."

The matter came before the court

as an application by Captain Hamilton's wife.

Mr. C. E. Rochford, for Mrs. Hamilton, said that Captain Hamilton, in company with others, left Upavon Aerodrome at 7.30 a.m. on August 31 with the intention of flying across the Atlantic to Ottawa, Canada.

It was said that the aeroplane was seen flying over Galway, and at 9.40 a.m. it was seen over the Atlantic. Although the widest publicity had been given to this event nothing had since been seen or heard of the aeroplane or its occupants.

Lord Merrivale said that the flight was only ten weeks ago. In those circumstances he thought that the application ought to stand over until next term.

Measurements.

English origin have been writing to the Press about their experiences.

Most of us, it is true, would not mind if they confined themselves to the facts about their trips. These might be interesting, if not particularly valuable. It is when they come to describe actual passengers in the air whom they are paid to serve that we rub our eyes and wonder whether we ought really to welcome this new kind of Jeunes Yellowplush.

As she lies the hull of the liner is all but complete. Engineers are adding her stream-lined tail and her rounded nose, and then, from bow to stern, the hull will be ready for the rigging of the fifteen balloons which will lift the ship and the covering of her outer skin. More than four and a half acres of this covering fabric, which girls are now preparing, will be used.

An extraordinary impression of

immensity is given by the air liner as she stretches her bulk the length of the shed, but to see her at the best you must climb, as I did with Commander Burney, to a dizzy cat-walk 160 feet above ground and look down on the ship. Then she is beautiful as well as immense.

"We have employed a form of tubular girder construction," said Commander Burney, "which follows the same principles as the Forth Bridge. Our strength is more than double the maximum strength figure given by the Government Airship Panel. This ship is entirely different from the type of construction used in the Zeppelin ships."

Every scrap of metal used in the hull framework is duralumin, it comes to Howden from Birmingham in sheets, and here in the engineering shops is turned into hollowed tubes and stamped into lattices. They are building the engine-rooms—there will be three of them, two engine apiece—and the passenger cabins on the ground alongside the main ship, where the riggers and fitters scramble to breathless pinnacle points among the girders. The cabins, once finished, with their little observation balconies and promenade decks, will be raised into the ship and made secure.

We went over the passenger accommodation and the quarters for the crew. There are three tiers of living-rooms in the ship.

I was shown the deck floors made out of specially light wood which has been polished for dancing. "We intend to have dances aboard," said Commander Burney.

On the third tier is a reading lounge with other sleeping cabins, each as large as the average cabin on board a Channel steamer. A main stairway connects the three storeys of accommodation, and there is a service lift for carrying food and drink up and down from the central kitchen. Cooking, heating and lighting, will be by electricity generated by two dynamos in the engine cars.

He then proceeds:—"The plane now takes the air. There is a sideways rolling—much like a ship at sea—long and smooth. Each of the new passengers becomes a separate problem. One looks out and gives a frightened sob, and either closes his eyes or looks wildly around. Another, looking down, seems entranced, and a look of frozen horror crosses his face and he is unable to move. The lips of an elderly grey-haired woman seem to mutter a prayer. A young fashionably-dressed girl grips both arms of her chair from time to time utters moans or shrill shrieks. A portly, rubicund gentleman sinks slowly to the floor—and stays there."

Really what nonsense about flying finds its way sometimes into some quite intelligent newspapers!

Testing Engines.

How many people pause to reflect on the terrific tests to which most aeroplane engines are subjected in the workshops? I am driven to ask this question by the fact that an officially observed non-stop run of 100 hours has recently been completed with a Jupiter engine of British design constructed under licence in Italy by the firm of Nicola Romeo and Company. This engine was selected by the Italian Royal Aviation Service for the test from a group of production engines. The petrol used was the same as that of the production engines.

Allowance has been made in the baggage room of the air liner for each passenger to take 12 lbs. of luggage, and in addition ten tons of mail can be carried.

"Questions have been raised," said Commander Burney, "whether these airships have real commercial possibilities. They have."

"They could be made to pay handsomely on the North Atlantic route. On any other route an airship service would require a Government subsidy."

Between the United States and England there are always travellers who will pay 10 degrees.

"Before the engine was placed

upon the test bed for the hundred

hours test it had carried out the ordinary tests called for in Italy.

i.e. five continuous hours of which the first hour was run at 420 h.p.

at 1,700 r.p.m. and the remaining

four hours at 380 h.p. at 1,640 r.p.m. The engine was then dis-

mounted and inspected and after

remounting carried out an accept-

ance test of half an hour at 420 h.p.

at 1,700 r.p.m. During the whole

period of 100 hours the running

was entirely normal and everything went perfectly. The engine was

then dismantled for inspection

as to the condition of wear of the

various parts, and everything was

found to be in perfect condition.

It should be added that the whole

test was carried out under the con-

trol of the technical experts of the

Italian Royal Air Service and

figures were recorded every fifteen

minutes.

AIR SUPREMACY.

U.S. MUST WORK HARD TO
KEEP UP.

PUSHING AHEAD.

Paris, December 7.

While America has cornered all the glory of trans-Atlantic flying and has the speediest plane, Europe has not slept.

Major Lester D. Gardner, who has just returned to Paris from Rome where he attended the International Aviation Congress as official representative of the U.S. Department of Commerce, watching Europe quietly at work in her aircraft factories, has seen:

Italy building a 12-motored plane to carry 100 soldiers.

Germany building a giant Zeppelin which carries no fuel but burns the gas which fills its bags.

Britain making aeroplanes so safe that anyone can learn to fly within an hour.

France building a "push-pull" monoplane with everything, engines, fuel, mail, passengers carried inside its wings.

"America will have to work fast to maintain its supremacy in the air," was the conclusion of Major Gardner.

"But I have confidence in America; the public is becoming air minded. Lindbergh waked up the country, cities are building airports and the Federal government is mapping and lighting airways."

Major Gardner is one of a very few people who have peeped behind the scenes of the Zeppelin factory at Freiburgsaen, on the Lake of Constance, and seen the newest of Dr. Hugo Eckner's dirigibles. It need carry no gasoline, its engines burning the gas from the bag.

This will give it four times the cruising range of the oil-burning type of airship. Next spring, Dr. Eckner expects to fly from Berlin to Los Angeles without a stop.

Italy's monster seaplane is being built in secret in Switzerland and Major Gardner believes that in case of war it will be Italy's most valuable weapon in protecting her sphere of influence in the Mediterranean.

The plane's twelve engines would

burn smoothly although carrying one hundred armed men.

"Perhaps the greatest advance in making flying safe is the British invention of the safety slot," Major Gardner declared.

"In a plane fitted with this device we climbed to 1800 feet and then put the plane into a stalling position. Ordinarily we should have fallen into a tail-spin and crashed. But we merely dropped 1200 feet under full control and without the least danger and then made a flat turn in a complete circle."

"I was the first American permitted to fly in this new plane, and I am convinced that every modern plane will be fitted with this new automatic slot within five years.

That will take all the fear out of flying for even a fool-pilot cannot crash such a plane in a tailspin.

"Last year I flew 21,000 miles over every airline in Europe, and this year I flew from Venice over the Alps to Berlin in nine hours and from Berlin to London in seven, a trip by train of 64 hours.

"Last year every country was jealously guarding its air rights. This year I find them opening their skies to friendly nations reciprocally; and by next year, when Sunday and night flying will be regularly established, Europe will at last have a complete aerial transport system." Ralph Heinzen, "United Press" Corr.

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FLYING "BLUES"?

AIR SQUADRON BEING
FORMED.

WONDERFUL CLOCK.

17 YEARS OF HARD
LABOUR.
SPOILED BY WAR.

A remarkable astronomical clock that accurately indicates nearly every time element used by the astronomer has been constructed by Herr John Ueberbacher, an Austrian residing at Brixen in the Tyrol. The clock was completed only after 17 long years of painstaking labour. Its design and construction demanded not only the skill of a first-class mechanic, but the learning of an astronomer. The builder, after all his years of patient effort, had counted on disposing of the clock to a German University, but the War, with its financial consequences, ruled out this possibility, so that clock remains in the hands of its patient maker.

This clock consists of five principal parts, one being fixed on the top of the case, the other four consisting of various dials, being on its four faces.

The armillary sphere on the top of the clock shows the constellations of stars in their yearly, daily, and even their hourly motions. It is equipped with a meridian circle, while a silver ring on the celestial globe represents the zodiac, and is divided into two equal halves by the ecliptic. The globe, showing the constellations and the stars up to the fourth magnitude, moves between the meridian and the horizon, turning according to sidereal time. The sun, the moon, and the planets Mercury, Venus, Mars, and Jupiter turn outside of this globe in the apparent revolution of the planets, as we see it every day. The whole is moved by clock-work.

The face shows a 12-hour dial with the equation of solar time. Below it is an astronomical dial on which the degrees, the zodiac, the 12 months, the monthly length of the days, the four seasons, the age of the moon and her phases, and eclipses are indicated.

Another face shows the 24-hour dial. A small dial below it shows the ordinary and the leap years.

Beneath these is the chronological dial with five hands. These hands show the golden number, the epocha, the solar circle, the Sunday letter, and the Roman indication. Thus this is a perpetual calendar for finding the movable holidays. The hands change their points at midnight of New Year's Eve.

Yet another dial has 24 hourly divisions. From a sector the "sun" turns in 24 hours in such way that its rising and setting harmonise through corresponding shifts on both sides.

Underneath is the planetary system of Copernicus. Mercury revolves around the sun in 87 days 16 hours 41 minutes, 25 seconds; Venus in 224 days 16 hours 41 minutes, 25 seconds; the earth in 365 days 48 minutes 46 seconds; Mars in 686 days 22 hours 15 minutes; and Jupiter in 4,380 days 9 hours.

Finally, another section of the clock shows at the top the polytopic dial from which the exact time of each of the five continents may be instantly read off. A plate with the 24 hours turns in 24 hours within a circular ring on which the 360 degrees and the principal places of all the continents are engraved. Below on the left is a small dial with self-regulating date. The hand leaps automatically from the 30th to the 1st of each month, and in February from the 28th and is a leap-year from the 29th to the 1st of March. On a small dial alongside the week-days may be seen.

The lower dial contains the 12 months, the four seasons, and the number of the year, changing into the following year during the night of New Year's Eve. In the same way, the month hand leaps during the night at the end of the month into the next month, and the hand of the four seasons changes precisely at the hour of the passing from the one season to the other.

All the works of this remarkable clock are driven by two springs, one of them serving as a spare in case the other breaks. The clock runs eight days; it has, therefore, to be wound up every week. It moves on pivots and has a compensation pendulum. The total height from the bottom of the little box to the meridian is about 5in. The width is about 7in.

The globe on top has a diameter of 2½in. Inside it is the clock-work which drives the planets which revolve outside. In all, 40 wheels and springs are in constant motion.

Since the proportions of this clock are so small, the building of the intricate mechanism necessitated an enormously difficult task. This task required great patience, skill, and scrupulously accurate mathematical and astronomical calculations.

It took 17 years of incessant toil to accomplish this work!

ROYAL ENGAGEMENT

COMING UP BETWEEN ITALY
AND BELGIUM.

Turin, Dec. 22.—A persistent report is current again that the engagement of Crown Prince Humbert of Italy and Princess Marie-José of Belgium is impending. The "Gazette de l'Opéra," in correspondence from Rome, says that the engagement will be announced in April, when the prince returns from Holland and that the marriage will follow not long afterward in Turin.

OLD BRIDGE LAWS.

MAJORITY CALLING
REJECTED.

PORTLANDS DECISION.

London, Nov. 8.—At a special meeting of delegates yesterday at the Portland Club—the autocrat of the bridge world—majority calling was turned down officially.

Instead, the older style of auction bridge calling by value of suits is to be the recognised practice.

A kind of cabinet council of card experts authorised the announcement against majority calling after a secret session lasting for more than two hours.

Representatives from the following clubs attended:—Turf, National Liberal, Bath, Carlton, White's, Almack's, Baldwin's, Conservative, Devonshire, and St. Stephen's, in addition to the card committee of the Portland Club—the parliament of card players.

A report was given to the conference of the canvass taken of all the chief London and provincial clubs on the question of bridge laws revision. This report revealed the unpleasant fact that there was a majority of eight clubs in favour of the new calling.

For a time the cause of the die-hards seemed lost, but ingenuity eventually came to their aid. It was found that a re-perusal of the voting at the different clubs showed that 243 more people had voted against majority calling than for it.

Vote Ignored.

The vote of the clubs as units was therefore ignored, and the conference passed the following unanimous resolution as an offset to the fact that practically every one is now playing majority calling anyway:

"We do not consider that there is any general desire for the adoption of majority calling in place of value calling. The conference further decides to return to value calling in the revised laws of auction bridge."

Incidentally, the affair caused friction between the host and his son who was in the republic's diplomatic service and who pointed out to his parent that he might as well say goodbye to his career if these entertainments went beyond the strictest privacy. The father took the hint, and these parties have since been restricted to those whose loyalty and devotion to the monarchy are beyond question.

BERLIN SOCIETY.

YEARS BRING MANY
CHANGES.

NO SOCIETY GOSSIP.

Society life in Berlin, as it flourished under the Hohenzollern regime, exists no more. With the advent of the republic, November, 1918, the Junker class retired to their country castles, whence they only made sporadic reappearances in the capital, whose socialist administration they hated and despised, while the old court set of titled generals and admirals added the word "retired" on their visiting cards, and put their gold braided uniforms into moth sheets, only to reappear before the public gaze, at some semi-military function. And the German public is as fond of gold braid and brass hats as any other public, only more so.

Meanwhile, the Ex-Kaiser's former intimates who happened to be in town occasionally get together to exchange the latest gossip about Doorn without the event being reported in the newspapers. German newspapers carry no society gossip columns, and news of the doings of the former aristocratic set is scarce.

There are three or four prominent monarchistic families in Berlin whose salons are the recognised meeting places for princes of the royal blood. Dinner parties are given here regularly on the Ex-Kaiser's birthday, when the host turns on the stroke of midnight to propose the health of the War Lord of Doorn. This was on one occasion a source of considerable embarrassment to some chiefs of foreign missions who happened to be among the invited guests, and who doubted the propriety of toasting the exiled Kaiser while they were accredited to the republic.

"We do not consider that there is any general desire for the adoption of majority calling in place of value calling. The conference further decides to return to value calling in the revised laws of auction bridge."

One concession, however, was given to the confirmed majority calling advocates. It was agreed that an addendum should be added to the new laws of auction bridge permitting majority calling if there was a desire for that method of play among four players sitting round a card table.

Honours are to be scored in the old way of ascending values. The decimal system of counting honours is to be forbidden altogether.

Another point decided was this: Clubs which have adopted majority calling should continue it until Saturday, but after that value calling will be operative in all clubs which recognise the authority of the Portland Club.

CHARLES DICKENS.

INTERESTED HIMSELF IN
MACHINERY.

As a newspaper editor Charles Dickens became greatly interested in development of machinery to aid the farmer.

It was this item, from the London "Daily News," September 30, 1851, when the novelist was editor, which inspired him to encourage mechanical progress every way possible:

The Marquis of Tweeddale has at length succeeded in bringing to a great degree of perfection a steam plough, with which some interesting experiments have just been made.

It was upon this occasion that the "abdicated sovereigns" clause was inserted into the rules of the order.

These congresses are few and far between. The last one was held under the presidency of Emperor Charles-Quint during the 16th Century, after his abdication.

It was upon this occasion that the "abdicated sovereigns" clause, having found that all yellow cats of either sex have a few scattered black hairs,—"Native."

UNSEEN QUANTITY.

SAFETY OF ELECTRICAL
APPLIANCES.

THE HOUSEHOLD IRON.

In the course of an address on electrical installations to members of the Electrical Federation of Queensland Mr. J. Grier, (Chief Electrical Engineer, Department of Public Works), referred to the numerous accidents as the result of the use of domestic electrical appliances. "Much has been said in regard to the accidents and fatalities which have occurred in Queensland during the last year," he said, "but these can be attributed to carelessness, and in some cases to faulty apparatus. The modern appliances are reasonably safe," he said, "but we have got to cater for the individual who is not reasonably careful, and this can only be done by making fool-proof appliances." He favoured the creation, by the Federal Government, of a National Laboratory, in which all parts and apparatus coming into the country would be tested, as was done in America. Referring to the use of the electric iron, the speaker stated that by the use of a three-pin plug, and a proper earthing system, this appliance was perfectly safe. Mr. J. H. Hindmarsh (Electrical Engineer, Brisbane City Council) also referred to the subject, stating the City Council was insisting on the three-pin plug system whenever there was any element of danger.

"Electricity is an unseen quantity," he said, "and familiarity breeds contempt, but if the people would only observe common-sense rules there would not be any fatalities."

A case was instanced where a lady had replaced a connection in an electric iron after it had become parted, without any knowledge of the effects of her action, with the result that she received a severe shock as soon as she handled the iron. Provided all parts are sound, it was stated, and reasonable care exercised, there was no danger in the use of any electrical appliance.

MILE A MINUTE.

REGULAR FRENCH TRAIN
SPEED.

More than a mile a minute train speed is now regular schedule time for the "Sud-Express" on a part of its journey from Paris to Madrid. The fast run is from Bordeaux to Dax, 92 miles, on a part of the road that has been electrified.

The train daily makes the run in an hour and twenty-nine minutes, or at the rate of 62½ miles an hour.

Much higher speeds have been attained on other electrified roads in experimental runs but the Sud Express time table, recently revised, is the fastest schedule in France.

OLD FOES.

MAY GATHER WITH GOLDEN
FLEECE.

Will Premier Poincaré, France's War President meet Ex-Empress William the Second of Germany? The announcement from Madrid that King Alfonso will preside at Barcelona in 1929, a congress of the Knights of the Order of the Golden Fleece, has brought the matter before the French public.

All the reigning sovereigns and heads of the large European democracies are members of the order. A special clause says that sovereigns who have abdicated or "retired" must also be convoked. This would cause the King of Spain to issue invitation to both former Presidents Poincaré and Loubet of France and Ex-Kaiser William of Germany.

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TORTOISESHELL CATS.

TORTOISESHELL CATS.

You need not be a witch or a wizard to be able to read certain facts from your friend's handwriting. It is safe to say that you can tell by a glance at a letter whether the writer was in a hurry or not. If he writes a careful hand he is tidy. If a very hurried writing it is almost certain that he is busy with a thousand things. Long tails to p's, g's, t's, and y's are supposed to denote a vivid imagination. A person who feels important will take a good deal of pains over his signature; perhaps wrapping it up with many flourishes.

SUNRISE AND SUNSET.

EARTH'S ORIGIN.

FLOATING CONTINENTS ON
PLASTIC LAYER.

NO SET THEORY.

Hypotheses which have sought to explain the origin of the continental regions of the earth is that of the actual horizontal instability of the continental masses. It has been assumed that, at a certain depth below the earth's surface, the rocks are hot and crushed, and have so little strength that they must yield to relatively small, long-continued forces. The continents are supposed to float on this plastic layer, and to be capable of motion on it, much the same as a piece of paper stuck on to the surface of a globe with wet paste could be moved or slid. It has been assumed that there was originally one undivided land-mass, and that, under the influence of some kind of long-continued strain, this broke into various fragments which then drifted apart. Thus the outline of the west coast of Eur-Africa is rather similar to that of the east coast of the Americas; and if the latter continents could be slid across to the East, the two land masses would nearly fit into each other. There would be a gap in the north which could be filled up by the southerly shifting of Greenland.

Australia could be made to fit into the Indian Ocean—and so on. To verify such an hypothesis we ought to have some evidences that the longitude of a place may be undergoing change (thus giving an indication of "drift"), and this has been said to be the case with respect to Greenland. Further, some competent cause leading to drift of the continents must be found. Tested with regard to the evidence for the change of longitude, and the effect of a small long-continued force in deforming the layers of the earth body that have small strength, this hypothesis has still to be verified. This hypothesis, known as Wegener's hypothesis, or the theory of floating continents, was originally suggested by inspection of the forms of the oceans and continents, by certain lines of geological evidence, and by the modern theory of isostasy.

We do not appear to have, at present, any established theory of the causes that have produced the distribution of continents and oceans. Such a theory will, no doubt, be made when geophysical research has progressed sufficiently.

ON HANDWRITING.

THINGS FOR FRIENDS TO
NOTICE.

You need not be a witch or a wizard to be able to read certain facts from your friend's handwriting. It is safe to say that you can tell by a glance at a letter whether the writer was in a hurry or not. If he writes a careful hand he is tidy. If a very hurried writing it is almost certain that he is busy with a thousand things. Long tails to p's, g's, t's, and y's are supposed to denote a vivid imagination. A person who feels important will take a good deal of pains over his signature; perhaps wrapping it up with many flourishes.

SUNRISE AND SUNSET.

Date. Sunrise. Sunset.

December 31 ... 7.03 " 5.49 "

LOVE TRIANGLE.

GIRL SEEKS ANNULMENT OF
MARRIAGE.

P10,000 DAMAGE BILL.

Petition for the annulment of the marriage of Dolores Cabrera to Domingo Casino, who is charged with having abducted the girl from San Pablo the night before her marriage to another man was scheduled to take place, was filed with the court of first instance, Manila, on December 22.

The petition also requests the court to have Domingo Casino pay the sum of P10,000, which was supposed to have been spent in the preparation of the girl's wedding to another man.

The story of the romantic "escape" of Dolores Cabrera with Domingo Casino of Lucban was featured in local newspapers when it was discovered that the girl had been found in Manila. The girl was reported to have decided to run away with the boy from Lucban as the man she was about to be married to was forced upon her by her parents.

The foregoing story, however, was corrected by the girl herself in a statement given to newsmen who went to see her in San Pablo. In this statement, she related how she was taken from her bedroom in her home in San Pablo by Domingo Casino and how she was brought to Manila and married without her consent.

The girl contended that she was threatened with a revolver and that the marriage was performed after the first minister called upon to officiate the ceremony had refused to solemnise the wedding. Angel de Rosario, a minister who lives at 2876 Juan Luna, Tondo, performed the ceremony after Domingo Casino had promised to pay him a good sum, the San Pablo girl stated.

The petition states that at about three o'clock in the morning of December 8, while the girl was sleeping in her bedroom in San Pablo together with two other companions, Domingo Casino of Lucban, Tayabas, forced his way into her house and threatened her with a revolver if she did not follow him. At the point of the revolver, the complainant alleges, the girl was forced into an automobile where three men were waiting and then brought to Manila to No. 10 Progress Street, Sampaloc, where she was married. Because of this incident, the lawyer of the girl states, the wedding which was scheduled to take place in San Pablo and in which the girl was to be the bride was frustrated, entailing an expenditure of P10,000 to all parties concerned.

It is alleged in the complaint that the girl and Domingo Casino had never lived together as husband and wife. The court is enjoined to annul the marriage contract and order Domingo Casino to pay P10,000 as indemnity for the expenses occasioned by the frustrated marriage.—"Philippine Herald."

GYMNASTICS!

FEET DOWN AND HEAD
UP!

Gymnastics for the brain are earnestly recommended by the President of Princeton University, who believes we all have the making of our own minds in our own hands. He lays down these rules:

(1) Those who love flowers should read botany books; those who love engines should read about engineering.

(2) All of us should make ready for these patches of time which we are obliged almost at first sight to waste—when waiting for a train or waiting for rain to cease. Have a reserve of pleasant reading to lean on then.

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SCREENEWS.

NOTES & COMMENTS FROM
THE FILM COLONY.

AMONG THE STARS.

(By "The Hollywood Boulevardier.") Reginald Denny's latest vehicle for Universal, entitled, "On Your Toes," has just been released. It was directed by Fred Newmeyer, who was responsible for many of Harold Lloyd's fine comedies.

William Fox has acquired the screen rights to "The Red Dancer of Moscow," which will soon go into production. Dolores Del Rio and Charles Farrell will have the leading roles.

Louis B. Mayer, Vice-President in charge of production for Metro-Goldwyn-Mayer, has returned to Hollywood from New York, where he attended the Will Hays trade conference.

Richard Barthelmess has started work in "The Noose" for First National, with John Francis Dillon directing. Those in the cast include Montagu Love, Lina Basquette, Thelma Todd, Alice Joyce, Jay Eaton and Bob O'Connor.

Famous Players has engaged Herman J. Mankiewicz to write the subtitles for Richard Dix's new film, "The Gay Defender."

Basil Wrangell, nephew of the famous Russian general, for the past year a film editor at the Metro-Goldwyn-Studios, is serving as technical adviser for John Gilbert's next picture, tentatively called, "The Cossacks."

Paul Leni, the German director who made "The Cat And The Canary" and "The Chinese Parrot" is at present preparing for the production of Victor Hugo's "The Man Who Laughs." It has been announced that Mary Philbin will take the part of "Dame" with Conrad Veidt, Brandon Hurst, George Seigmann, Stuart Holmes, Josephine Crowell and Sam De Grasse in the support.

Edward Cline is making "Ladies' Night In A Turkish Bath" for First National Pictures. As the title will tell, the story is a farce, Dorothy Mackail and Jack Mulhall having the leading roles.

MARVELLOUS MICROSCOPE.

The most marvellous microscope in the world—the only one of its kind existing—has been shown to the Royal Society in London. This instrument is the most penetrating eye that the human race possesses to-day. These are some of the things it will do:—Give a photograph in a depth of 1,250,000 part of an inch; show the interior organs of a microbe such as anthrax; resolve the smallest known living organism or mineral deposit; give a magnifying power of 3,500. Mr. J. E. Barnard, whose studies with Dr. Gye on the filter-passing cancer virus astonished the world a year ago, is responsible for this wonderful new instrument. Photographs of the "skeletons" of microbes such as anthrax, the hay bacillus, typhoid, or cholera, taken by this instrument, not merely give the outline of the creature, but show up the nuclei, the granules, and the different organs of the body. "We are advancing so rapidly in microscopical science, after being stuck for 30 years," said Mr. Barnard, "that even this instrument is likely to be out of date in a year or so. I believe that if we could utilise all the radiations of light available on the ultra-violet region of the spectrum there is nothing alive so small but what a picture of it could be defined for the human brain to appreciate."

SCIENCE SCRAPS.

FIRE HAZARD OF STEEL WOOL.

BURNING DANGEROUS.

No one ordinarily thinks of steel as possessing any fire hazard at all, but when it is cut into the fine filaments of steel wool it becomes a very real fire hazard. The burning of steel wool is particularly dangerous because it does not produce either flame or smoke to give warning. A fire in steel wool can be extinguished readily by the general application of water or the product of one of the modern foam-producing extinguishers. The use of a carbon-tetrachloride type of extinguisher is dangerous, because in the presence of finely divided steel and air, phosgene, a deadly poison, is formed, and the heat generated by this reaction is likely to reignite the wool.

True Horizontal Boring.

When boring horizontal holes, it is easy to keep the bit at right angles to the work in the horizontal plane, but difficult to keep it at right angles in a vertical plane. This simple little trick for eliminating this trouble will be found very effective. A large iron washer is slipped over the shank of the bit before it is inserted in the chuck, and the hole is started. The washer is placed about half way between the chuck and the expanded part of the bit, and then the boring is continued. If the hole is progressing horizontally, the washer will remain in the same position on the bit, but if the hole is slanting downward the washer will slowly travel towards the work. On the other hand, if the hole is slanting upward, the washer will travel toward the chuck. Merely by watching the washer and the horizontal angle of the bit, the hole can be bored true.

Sprayed Rustless Coatings.

A recent despatch from Germany mentions the use of metallic zinc sprayed in a molten condition on to a metal surface by the aid of compressed air (Schoop process). This literally shoots the fine particles of zinc on to the surface at a velocity of 2,000 ft. to 3,000 ft. per minute, and thus secures a firmly adherent coating comparable to a "cold weld". It has been shown that with this metallising process the formation of rust is impeded, and at the same time the seams and riveting of the surface are reinforced. The expense of spray zincing is of course higher than that of painting, but the coat persists far longer and has proved its worth, particularly in the case of gasometers, under favourable climatic conditions.

Waterproofing Fishing Lines.

Those who are at all familiar with the most elementary chemistry know that one of the simplest ways to waterproof an object is to coat it with wax. While this general rule is very good, still there will arise occasions when the application of the wax is not found to be an easy matter. Just such an instance comes up in the waterproofing of fishing lines. One ardent sportsman has solved the problem in a simple manner, and tells of his system in "Field and Stream." The waterproofing on a hard-braded soft-casting line is not a permanent proposition like the enamelled dressing on a fly line. Ordinarily paraffin wax is used. Its purpose is twofold: to render the line smooth so it runs freely through the guides, and to reduce wear and add longer life. This paraffin dressing wears out quickly when much casting is done, but it can be replaced easily by the method described. Half-fill a can with water, and place it in another smaller pan, filled with paraffin wax. Place on the gas stove, and heat over a slow fire until the water becomes hot enough to melt the paraffin. Do not boil the water, for if the wax becomes too hot it will injure the line. When the paraffin is in a liquid state, thread the end of the line through the eye of a dipsey sinker, and drop it into the inner pan. You

\$2,000 RENT.

GOVERNMENT HOUSE IN JERUSALEM.

PAID TO GERMANS.

London, Nov. 14. It is revealed in a parliamentary answer that the rent of Government House, Jerusalem, the official residence of the High Commissioner of Palestine—Lord Plumer—is paid to a German organisation.

Mr. Ormsby-Gore, Under-Secretary for the Colonies, answering questions by Colonel W. G. Nicholson, is stated in the official report of the House of Commons to have said:

"The residence in question is the property of the Kaiserin Augusta Victoria Stiftung (Institution), to whom rent is paid by the Palestine Government.

"In 1926 the rent paid was £22,200. I am unable to say whether the figure has since been altered."

Colonel Nicholson also asked who is responsible for the repair of the damage to the building during the recent earthquake, but Mr. Ormsby-Gore replied that the liability has not yet been settled.

Government House, which stands on the Mount of Olives, was built by the Germans as an outcome of the ex-Kaiser's visit to Jerusalem in 1898. It dominates Jerusalem, is designed like a fortress, with walls many feet thick, and was the headquarters of the Germans and Turks in Palestine during the war.

On the ceiling of the chapel is a painting representing the ex-Kaiser as a Crusader, with the late Kaiserin as Queen. They are shown holding a model of the building.

The cost of the building is said to have been £250,000, of which the then German Emperor and Empress are believed to have paid a third.

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Photo: A scene in the hotel's lounge.

